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American Railroad Journal.

New York, Saturday, September 29, 1877.

Uniform Size of Shafting in Mills and Manu- factories.

Those of our readers who have visited the extensive mills at Cohoes, Lowell, Lawrence, Manchester, and other large manufactories four and five stories in height, will remember the enormous amount of shafting and belting and the great number of pulleys on every floor. Beginning in the basement or lower story there are to be found spur and bevel gearing, pulleys of large diameter and wide face, shafts of great size and strength, hangers and brackets—all of the heaviest and strongest description. As ascent is made to the upper floors, these are found to diminish in size and strength until, on the uppermost floor, there are only shafting and pulleys of the lightest kind. This is undoubtedly a general practice and considered to be founded on right principles—the heaviest machinery at the base and the lighter

kinds at top. What are, however, the results of this practice? That there are objections to it no mill-owner will deny—objections not to the present custom in the disposition of machinery but in having so many sizes of shafting and pulleys and brackets throughout the entire building. If a pulley has to be changed the new pulley must be bored and fitted accurately to a particular shaft; the old one will not fit any other unless rebored or rebushed—and it is only under certain circumstances that mechanics want to do either. Then, again, various sizes of shafting bring with them different sizes of journals and bearings and styles of hangers. In some buildings four stories high we find not less than four different sizes of shafting; a great number of pulleys bored four different sizes; hangers and brackets of four different patterns. In short, each floor has its special sizes of shafting, pulleys, hangers and brackets, its own peculiar shifting gear and appliances. Now this is a time-honored custom, and we are prepared to find it generally followed for some time to come; but we heard an engineer state a few days ago that if he were to build another mill, he would have one size of shafting only, the larger size, on all the floors, and then all pulleys could be bored to the same diameter and would be interchangeable; all hangers and brackets would be interchangeable, and all bearings (which should swivel and also be adjustable,) would be uniform in size and character. "If a break occurred," said he, "how quickly repaired; if a change of pulley was desired, how easily effected; if a bearing was worn out, how readily replaced." One standard size of shafting, one size of brackets, one size of hanger, and bearings all of the same diameter.

So different is this arrangement to the present one that the new departure would raise a considerable amount of discussion among engineers as to its economy and feasibility; but we are inclined to think that the gentleman is not an old fogey at any rate, but three-fourths

if not altogether right, and certainly in advance of the times.

New York Elevated Railroad.

At a meeting of the Board of Directors of the New York Elevated Railroad Company, held at their office, No. 7 Broadway, on the 21st inst., the following opinion of David Dudley Field relative to the recent decision of the Court of Appeals was read:

No. 4 PINE ST., NEW YORK, Sept. 19, 1877.

GENTLEMEN—The Court of Appeals decided yesterday the case pending before it involving the constitutionality of the Rapid Transit act and the right of your company to complete the lines and make the connections referred to in the order of the Supreme Court, from which the appeal was taken. This decision removes every obstacle to the construction, equipment and operation of your railway on all the lines thus referred to, with the exception of an injunction in the suit of Patton, restraining the construction of a track over the curb next to the Pacific Hotel in Greenwich street, and an injunction in the suit of Story, restraining the construction of the track in Front street, near Whitehall. These injunctions I hope now to see speedily dissolved. But in the meantime they do not interfere with the construction of the tracks in any other places, so that on the east side, starting one block east of Whitehall street, there may be forthwith constructed to the East River ferries, Brooklyn Bridge, the Grand Central station and the Harlem River, and on the west side, except that for the present there can be only a single track in front of the Pacific Hotel, a second track may be forthwith constructed from Whitehall street to Sixty-first, and thence a double track through the island. Very truly yours,

DAVID DUDLEY FIELD,
To the President and Directors of the New York Elevated Railroad Company.

The following resolutions, relative to a change of management and the extensions of the company's road, were adopted:

Resolved, That Colonel W. T. Pelton, be elected a director of this company, in place of Peter Cooper, resigned.

Resolved, That Colonel W. T. Pelton be and is hereby elected vice president of this company, in place of Milton Courtright, resigned.

Resolved, That Colonel W. T. Pelton be and is hereby elected a member of the Executive Committee of this Board, in place of Milton Courtright, resigned.

Resolved, That proposals be invited for constructing a second track on the present line and

extension to Eighty-first street; also for constructing a double track from Whitehall street to Sixty-first street and the various lines connecting with depots and ferries.

Colonel Pelton has been invited to take an executive position in the company, with a view to pushing forward the extension of the present line, and to completing a double track road from the South ferry to the Grand Central Depot and Central Park, on the east side, as early as possible. He will enter at once upon the active management of the existing road from the South ferry to Fifty-ninth street. Mr. Courtwright will continue to be the chief engineer of the company.

Harrisburg and Potomac Railroad.

Some business men from Cumberland county, Pa., who were in Baltimore yesterday, state that a meeting was held last week between Col. Abl, of the Harrisburg and Potomac Railroad, and Boston capitalists, in reference to the proposed new railroad route from New Cumberland, a little below Harrisburg, to Baltimore by connection with the Harrisburg and Potomac, the Hanover and Gettysburg and the Western Maryland Railroads. They state that negotiations are about being concluded to build a bridge at New Cumberland to connect with the Philadelphia and Reading Railroad; to build the link from Dillsburg to Berlin, to connect with the Hanover Railroad; and to extend the Harrisburg and Potomac Railroad to the Western Maryland Railroad at Smithsburg via the Mt. Alto Road. A survey of the route shows the distance from Shippensburg to Philadelphia via Baltimore by the Western Maryland Railroad is but three miles longer than from Shippensburg to Philadelphia via the Cumberland Valley and Pennsylvania Railroads. The agreement with the Mt. Alto Road will be concluded this week. The bridge will be of iron, three quarters of a mile long. Coal and freight from the Reading Road could be shipped to Baltimore without change of cars.—*Balt. Sun, Sept. 24.*

Texas and Pacific Railway.

We gave last week an abstract of the report of this company for the fiscal year ending May 31, 1877, including the income account and general balance sheet. The following, from the same report, relates to the land department of the road:

Under grants from the State of Texas, your company has become entitled, by the construction of 404,338 miles of its road, and from other sources, to 4,816,545.89 acres of land, which amount will probably be increased by 211½ sections, 135,360 acres of land, title to which it is believed will ultimately vest in your company without additional cost, thus making the total quantity of land owned by the company 4,951,905.89 acres.

Of these lands 3,148,756.89 acres have been already located, leaving 1,667,789 acres still to be located, your company having a preference of location within its reservation until 1880.

Your company has acquired title to all the agricultural and timber lands within its reservation east of the Pecos river, so that these 1,667,789 acres will probably be located between the Pecos river and the Rio Grande.

The greater portion of the company's lands lie west of the 100th meridian, there being but 341,374 acres east from that point, and only 86,667 acres along the line of its completed road east of Parker county belonging to the company.

It is probable that until our line is extended, no considerable sales of lands can be made, except in exchange for land grant bonds, for the reason that in many of the organized counties there are school, asylum, university, and other lands belonging to the State or to counties, in the market at \$1.50 per acre on ten years' time, prices and terms with which your company do not propose to compete. So soon as the better portion of such lands are occupied, as they soon will be

by actual settlers, your lands can be brought into market, and will undoubtedly bring much better prices.

As many exaggerated statements have been made as to the quantity of land within the company's reservation in Texas, it seems proper to state what the records of the Texas land offices show to have been the acreage of public domain, that was subject to location within the reservation at the date of the grant.

As near as can be ascertained, there were but 15,482,160 acres of vacant land within the limits of the reservation granted to this company by the act of May 2d, 1873, of which one-half were set apart for the school fund, leaving 7,741,080 acres that it was possible for the company to acquire.

A survey has been made of all lands within the reservation east of the Pecos river, and 2,798,360 acres have been located by your company, and 1,539,840 acres rejected; and this exhausts all the lands held as a part of the public domain, east of the Pecos river.

West of the Pecos, there remain 6,805,760 acres of unsurveyed public domain, of which the company can acquire 3,402,880 acres; but from the best information that can be obtained, only a portion of this acreage is valuable for agricultural purposes or for timber—not more than enough to absorb the 2,600 certificates that our company has to locate within the limits of the reservation. There are considerable bodies of mineral lands within the reservation, but it is neither for the interest of the State, nor the company, that such lands should be owned by corporations, but that they should be left free for parties prospecting for minerals to locate and develop.

The expenditures of the land department have been as follows:

	Fiscal Year, ending May 31st, 1877.	Total since organization.
Cost of certificates, patent fees, and other expenditures at and incidental to the State Land Office.....	\$7,311 62	\$46,185 83
General expenses, including salaries, clerk hire, stationery, preparing maps, etc.....	28,277 79	187,244 85
Total expenditures ..	\$35,589 41	\$233,430 68

No sales of the granted lands of the company have been made during the year, but the following statement shows the receipts and collections during the year from the sale of donated and purchased lands and town lots:

	Cash.	Bills receivable.	Total.
Receipts from sales during fiscal year ending May 31st, 1877.....	\$12,716	\$3,224	\$15,940
Collections of deferred payments, account of sales made previous to May 31st, 1876.....	1,825	872	2,197
Total.....	\$14,041	\$4,096	\$18,137

Immigration into the State during the past year has been very large—larger than ever before in its history, and the indications are that it will be greater the coming season. With a view of directing immigration to the counties through which your lines are located, carefully prepared county maps and circulars have been printed for distribution, giving the precise location of the company's lands, and of the state, school asylum, university, and county lands, and the manner of acquiring them, and it is believed that this method of advertising will bring on to your line many immigrants during the coming year.

There can be no reasonable doubt but that a very extensive coal district is traversed by the line of your road, extending through Parker, Palo Pinto, Stevens, and into Shackelford counties, parties recently prospecting that section report a vein of good coal exceeding four feet in thick-

ness, showing outcrops on the different streams running into the clear fork of the Brazos. In fact coal indications are shown in so many places that it gives no special additional value to any particular piece of land, either in the counties named, or in the tiers of counties on the north and south of them. The surface indications, and the reports of State geologists, indicate that the coal field extends through Young, Throckmorton, and Haskell counties north of your line, and Eastland, Callahan, and Taylor counties south. So soon as the road is extended through that section of country, it is believed that an ample supply of coal will be found, sufficient to furnish cheap fuel until it shall reach the coal fields in New Mexico, and will also, in time, furnish a very considerable traffic for the road.

From the center of Parker county, west to the Colorado river, there is a good quality of lime and sandstone, easily worked, and so generally distributed that the lack of building material will not be felt. The stone is generally easily quarried, breaks in very good shape, and requires nothing but the ordinary stone hammer to dress it and put it in shape for the building of ordinary walls.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1875 and 1876, were as follows:

	1875.	1876.
From passengers.....	\$229,221 30	\$200,754 57
" freight.....	981,905 44	907,506 37
" mails.....	18,176 10	18,176 10
	\$1,229,302 84	\$1,126,437 04

Expenses, viz:		
Conducting transp.....	\$260,609 97	\$220,702 25
Motive power.....	199,730 59	159,181 02
Maintenance of way ..	208,041 36	167,948 93
Maintenance of cars...	66,858 73	64,434 80
General expenses.....	45,487 24	35,485 64
	\$780,727 89	\$647,762 64

Net earnings.....\$448,574 95 \$478,684 40

Compared with 1875, the gross earnings show a decrease of \$102,865 80, equal to 8.37 per cent; the expenses a decrease of \$132,975 25, equal to 17.03 per cent; and the net earnings an increase of \$30,109 45, equal to 6.71 per cent. The ratio of expenses to earnings in 1875 was 63.51 per cent; in 1876 it was 57.51 per cent.

The number of passengers carried during the year was 119,226, of whom 64,245 were 1st class, and 55,081 2d class.

The tonnage movement of the year has been as follows: moved east, 151,699 tons; moved west, 100,931 tons—total, 252,630 tons, against 261,680 tons in 1875, a decrease of 9,050 tons. The average receipt from freight per ton was \$3 59; last year it was \$3 75. The average cost of moving same per ton was \$1 92; last year it was \$2 24. The increase in tonnage eastward was 13,207; while the tonnage westward decreased 22,257. The receipts from freight moved east were \$551,618 61; do. west, \$355,887 76—an increase in the former of \$29,310 52; and a decrease in the latter of \$103,709 59, or a total decrease of \$74,399 07. The decrease in passenger business was \$28,466 73. The President in his report says:

In reviewing the business of the year with a view to trace the bearing of its results upon the future of the company, we find nothing which should cause us to abate in any wise the confident tone of our previous reports. It is true our freight earnings have declined the considerable sum of \$74,399 07; but when, upon examination, we learn that, in addition to the general causes so well understood, the road's business has been subjected, for eight months, to a war of rates of the bitterest character, during which the effort was

rather to avoid a business at rates not equal to the cost of service than to court it, there is no proper cause of discouragement.

The passenger earnings, it is seen, have declined \$28,466 73. This branch of our business has become so strictly local, by reason of the diversion to shorter and more direct lines of the through travel, which was once so large a portion of it, and, therefore, was peculiarly exposed to the influence of those disturbances so powerfully operative during the year, that a more particular reference to it would seem superfluous.

You will not fail to observe what has been matter of grateful recognition by the board; the continued relative strength of the road's local business. It is even more conspicuous in the present year, than the preceding, when we particularly called your attention to it: a brief exhibit of it will, we feel sure, interest you.

The total freight moved west from all points, in 1876, was..... \$332,427 86
In 1875, was..... 432,304 92

Of this, there was local (or Charleston)
in 1876..... \$235,498 92
Through, 1876..... 96,928 94
Local, 1875..... 281,002 00
Through, 1875..... 151,302 92

Whilst, therefore, the business from Charleston to interior points has been \$235,498 92, or 71 per cent, that from points North, passing through Charleston, has been \$96,928 94, or 29 per cent.

The movement Eastward is yet more favorable.
Total freight moved East in 1876..... \$522,682 37
" " " 1875..... 498,066 72

Increase..... \$24,615 65
Of this, there was local, or Charleston,
in 1876..... \$449,543 09
Through..... 73,139 28
And in 1875, local or Charleston..... 414,508 39
Through..... 83,558 33

Otherwise expressed, whilst the business to Charleston, local, amounted to \$449,543 09, or 86 per cent of the whole, that to points through and beyond, was \$73,139 28, or 14 per cent.

COMBINED VIEW.
Total freight moved East and West, in
1876..... \$855,110 23
Charleston or local..... 685,042 01

"Through freight"..... \$170,068 22
Total freight East and West, in 1875. \$930,371 64
"Charleston, local," to and from..... 695,510 39

"Through"..... \$234,861 25

These results would seem sufficiently to indicate the direction of the company's policy—a policy dictated alike by an intelligent perception of its true interest, and a resolute purpose to be fully abreast of the most advanced line of conduct, which looks to the promotion of the prosperity of Charleston—a prosperity absolutely identical with that of this railroad.

The balance of earnings as heretofore stated is..... \$478,684 40
Received from other sources..... 4,254 13

Total..... \$482,938 53
Disposed of as follows, viz:

Interest on 1st Mortgage
Sterling bonds..... \$90,932 09
Interest on 1st Mortgage
Currency bonds..... 73,342 50
Interest on 2d Mortgage
bonds..... 75,355 00
Interest on Domestic Sterling..... 444 44
Interest on Non-Mortgage 83,225 00
Interest on bills payable. 109,799 24

Leaving..... \$433,098 27
Leaving..... \$419,840 26

During the year 1876, 1,352 tons new iron rails, 100 tons steel rails, 63,750 pounds spike and 57 frogs were used in repairs of the track. The sum of \$1,904 was paid to the Westinghouse Air Brake Company for complete sets of its brakes for five passenger engines and one freight engine. The brake was also applied to the first and second class passenger cars, at a cost of \$1,380. "This cost," the Superintendent says, "I am perfectly satisfied has been fully restored to us by the saving in labor of train hands, and in the diminished amount of stock killed by the trains." There were laid in 1876 68 tons more of new rails than in the year previous; and 500 tons steel rails were contracted for to be laid in 1877.

The company have 44 locomotives, 23 first class and 26 second class passenger, mail and baggage cars, 357 box, 13 stock and 104 platform, wood and coal cars. Miles run by locomotives with passenger trains, 159,495; with freight trains, 548,717; distributing, 55,708; switching, 60,927—total, 824,547, against 888,792 in 1875, a decrease of 64,245.

CONDENSED BALANCE SHEET, December 31,

	1875.	1876.
Roadway, track, depots, etc.....	\$8,057,937 73	\$8,057,937 73
Lands.....	557,049 00	557,049 00
Cars.....	426,778 41	426,778 41
Locomotives.....	498,426 58	498,426 58
Accounting department for expenditures, (supply of materials).....	73,216 14	52,783 72
Cash.....	10,989 32	31,615 78
Fourth National Bank, New York.....	1,268 07	316 16
National City Bank, New York.....	13,753 63	12,828 38
Accounting department for earnings, (agents' balances).....	27,964 57	63,110 40
Post Office Department.....	4,544 02	5,362 89
Bonds receivable.....	17,295 16	17,295 16
Bills receivable.....	19,918 80	199,007 96
Stocks.....	576,242 07	427,805 83
Purchase of stock in Macon & Augusta Railroad Co.....	250,802 25	250,802 25
Purchase of stock in Greenville and Columbia R. R. Co.....	297,938 02	297,938 02
Purchase of claim against Greenville and Columbia R. R. Co.....	129,442 00	.....
Investments in first mortgage bonds of Greenville and Columbia R. R. Co.....	97,524 51	99,924 51
Securities of Greenville and Columbia R. R. Co., purchased from N. Y. Commercial Warehouse Co.....	70,222 80	70,222 80
Southwestern Railroad Bank.....	574,628 46	.....
Southwestern Railroad Bank (in liquidation).....	51,443 62	53,661 19
Greenville and Columbia Railroad Co.....	85,553 69	44,614 08
Dent, Palmer & Co., London.....	70,565 38	105,803 44
Profit and loss.....	.....	631,638 02
Transient debtors.....	215,884 48	180,936 08
	\$12,129,388 71	\$12,055,358 84

Capital stock.....	\$5,819,275 00	\$5,819,275 00
Sterling bonds.....	1,488,777 00	1,482,666 69
Domestic bonds.....	3,106,312 11	3,438,812 11
Fare tickets.....	97,736 00	48,359 00
Receivables.....	869 25	748 25
Change notes.....	1,348 00	1,347 00
Bills payable.....	1,256,025 88	949,857 57
Bills payable special.....	70,000 00	70,000 00
Loan account.....	25,122 58	5,500 00
Arrears of dividends.....	3,679 00	3,587 50
Sterling coupons.....	82,246 70	113,493 90
Domestic coupons.....	42,677 22	47,167 22
Profit and loss.....	87,504 37	.....
Transient creditors.....	52,815 30	79,544 10

\$12,129,388 71 \$12,055,358 84

President.—W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. L. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, W. B. Cubbedge, W. A. Courtenay, James S. Gibbs, C. O. Witte, Samuel Sloan, Moses Taylor, J. P. Southern.

General Superintendent.—S. S. SOLOMONS.

Treasurer.—J. H. WILSON.

Auditor.—L. C. KENDRICKS.

Economy in the Burning of Gas.

The high prices charged by gas companies not many months ago was a subject of very general discussion, as every gas consumer naturally felt that he had a voice in the matter and an opinion to express adverse to monopoly and high charges. Since that time kerosene oil has been very extensively used. Its cheapness is easily demonstrated, and light for light, it runs a successful competition with gas. To gas engineers this fact may be unpleasant to contemplate, but it is one patent to all, and an examination of it has been forced on companies by people burning oil with all its drawbacks

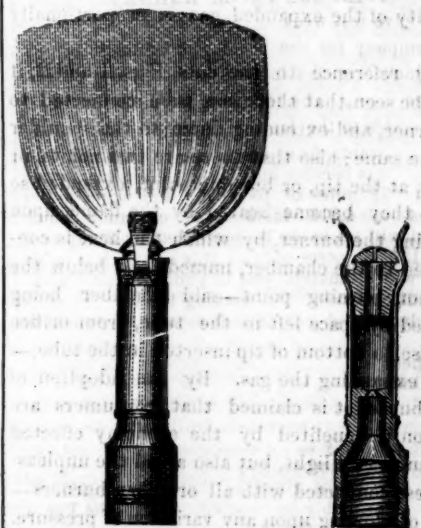


Fig. 1.—IMPROVED WITH HEAT CONDUCTORS FROM VIEW OF IMPROVED FLAME TO CHAMBER. Fig. 2.—SECTIONAL VIEW OF IMPROVED BURNER.

rather than the more cleanly and less dangerous gas. But since a reduction in price has been made, the preference for gas is being expressed by corporations, companies and manufacturers in their re-usage of it, proving thereby that price and not the article was the objection. The application of several devices for which are claimed increase of illuminating power of gas has been more or less successful; in-

ventions have been introduced to a limited extent, whereby the gas bills could be reduced, but the general opinion seems to be that the application of these things is at the expense of illuminating power. Less gas would be burned but inferior light given.

The Triplex Expansion Economizing Gas Burner here illustrated is not a mere novelty got up to make money, but has been designed and introduced to produce from gas an excess of illuminating power and to effect a complete utilization of waste gas in light. The invention is based upon scientific principles, and before describing it and its operation we must remind the reader of a fact, long well understood by scientific men and expert gas engineers, that if a process could be attained in the appliances for burning gas which would pass a given amount of gas into a chamber, or receptacle, and at that part, before passing to the tip, or burning point, have a means of thoroughly absorbing a certain amount of heat, it would cause an expansion of the gas to such an extent as would check its too rapid flow, and a rarefying of the same, that would cause, when reaching its burning point, a more perfect combustion of gas—or, in other words, a complete utilization of the illuminating power.

Gas expands one four hundred and eightieth part of its volume for every degree of heat added; hence, if taken into a chamber, or receptacle, at a temperature of 32° F., and subjected to a heat of 960° F., one cubic foot becomes three cubic feet by expansion, and the density of the expanded gas is proportionally less.

By reference to the cuts, Figs. 1 and 2, it will be seen that there is a tube connected to a burner, and extending down to the shoulder of the same; also that there are two points, or arms, at the tip, or burning point, extended so that they become heated by the flame, upon lighting the burner, by which the heat is conducted to the chamber, immediately below the tip, or burning point—said chamber being formed by space left in the tube, from orifice of base to bottom of tip inserted in the tube,—thus expanding the gas. By the adoption of this burner it is claimed that consumers are not only benefited by the economy effected and increased light, but also avoid the unpleasantness connected with all ordinary burners—that of blowing upon any variation of pressure. All ordinary burners have to be turned off at the key on account of these variations which cause the blowing, and consequently there is great waste of gas. This invention allows of the key being turned on full, and only allowing passage of gas sufficient to give a full and clear light.

The capacity of the Triplex Gas Burner is as follows:

One 2 ft. burner will more than equal any 4 ft. ordinary. One 3 ft. burner will more than equal any 5 ft. ordinary. One 4 ft. burner will more than equal any 6 ft. ordinary. One 5 ft.

burner will more than equal any 7 ft. ordinary. Further information may be obtained from Wm. H. Darby, General Agent of the Triplex Gas Burner Co., No. 40 Cortlandt Street, New York.

In large manufactories, mills, railroad stations, etc., burners of this description might be advantageously introduced, and when their merits are more generally known, they will probably come into extensive use.

Central Pacific Railroad. LAND AGENT'S REPORT.

LAND DEPARTMENT, CENTRAL PACIFIC R. R. Co. }
SAN FRANCISCO, CAL., July 1, 1877. }

To the President and Directors of the Central Pacific Railroad Company:

GENTLEMEN:—In former reports I have shown, that:

The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles is	9,497,600
Deduct for lands previously granted and reserved, say	1,500,000
Leaves	7,997,600
The land grant to the California and Oregon Railroad of 12,800 acres per mile, for 291 miles is	3,724,800
Total	11,722,400

The grant to the C. and O. R. R. Co. provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land granted. The value of these lands, at the Government minimum price for adjoining lands, \$2 50 per acre, would be ... \$29,306,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price.

The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers, believing the best interests of the company are promoted by selling in limited quantities to those who will cultivate the soil, and who will own the land they cultivate. By this means an industrious agricultural population is invited, whose improvements and the product of whose labor tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent. being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due.

No sales have been made during the past year except for gold.

There were sold, prior to October 1, 1870, 127,637.55 acres for \$295,065 50, averaging \$2 31 per acre; and up to December 31, 1876, there has been sold the timber on 5,912.64 acres of land reserved by the Government for mineral, for \$15,261 60, and there has also been received for stumpage, \$13,673 75.

Of the lands in the California and Oregon R. R. grant, there were sold, prior to the consolidation of that company with the Central Pacific R. R. Company, 9,770.87 acres, for \$18,443 36.

There remained due and unpaid December 31, 1876, on lands sold prior to October 1, 1870, \$4,418 98 coin and \$120 01 currency; and on lands of the California and Oregon R. R. Company's grant that were sold prior to the consolidation of that company with the Central Pacific Railroad Company, there also remained due and unpaid on December 31, 1876, \$320 in currency.

Since the execution of the Land Trust Mortgage, October 1, 1870, there have been sold, to December 31, 1876, 311,104.12 acres of land, for \$1,722,493 17, being an average of \$5 53 per acre, as follows: from October 1, 1870, to December 31, 1872, 122,765.09 acres, for \$484,227 97, averaging \$3 94 per acre; from December 31, 1872, to December 31, 1873, there were sold 68,733.60 acres, for \$410,314 92, being an average of \$7 per acre; from December 31, 1873, to December 31, 1874, there were sold 63,846 99 acres, for \$388,824 26, being an average of \$6 09 per acre; from December 31, 1874, to December 31, 1875, there were sold 29,254.76 acres, for \$163,725 27, averaging about \$5 60 per acre; this includes 160 acres granite quarry, donated to the State.

From December 31, 1875, to December 31, 1876, there were sold 86,503.68 acres for \$275,400 75, averaging about \$7 54 per acre.

There were also received from December 31, 1875, to December 31, 1876, \$500 from lease of railroad lands, and \$1,816 06 from stumpage of railroad trust lands.

There has been paid to the Trustees under the Land Trust Mortgage, up to December 31, 1876, the sum of \$1,206,653 28 coin and \$8,677 51 currency, making a total of \$1,215,330 79.

There remained due and unpaid, December 31, 1876, on the land sold since October 1, 1870, \$881,336 31 in coin.

The timber lands of the company, while intrinsically valuable, could not be readily sold for a few years after the completion of the road, for the reason that the alternate even sections were reserved from sale by the Government, and, under the theory of the law, they were only subject to pre-emption, and could not be disposed of in any other manner. The proprietors of the saw-mills found it to be cheaper to pay their employees for filing a pre-emption—and thus obtain some kind of authority to remove the timber—than it was to buy the odd numbered sections from the railroad company at Government price. All of the even numbered sections within a reasonable distance of the line of the road are now thus appropriated, and the demand for the railroad timber lands is yearly increasing, and enhanced prices are obtained. The rapidly increasing settlement of the country, and the vast amounts of timber used in the mines in the State of Nevada, cause an increased demand for this class of lands.

The large tracts of land near the line of the road in Nevada, and called "desert" lands, are found to produce largely wherever water can be obtained for their irrigation. Within the past year this department has made many sales of this class of lands to actual settlers, who find that they can be profitably cultivated.

The lands in Colusa and Tehama counties, California, heretofore reserved from sale by order of the directors, until after the completion of the railroad from Woodland to Williams, are now open to sale. The company has many valuable tracts of first class farming lands in these counties, and as they lie in that portion of the State that has never been subject to drouths, it is safe to estimate large sales during the present year, at greatly enhanced prices.

Heretofore, so much has been done toward inducing immigrants to settle in the southern counties, that a large portion of the immigration sought that part of the State, and the large tracts of farming and grazing land in the northern portion, where irrigation is not a necessity, and where crops never fail, have been neglected. At the present time, the immigration is toward the northern counties, and it is safe to predict a rapid increase of population and consequent increase of sales of land.

Several flume and lumber companies have been formed, and flumes constructed, in Butte and Tehama counties, across the lands of the company, with capital invested of more than \$250,000. These will bring into market the large tracts of the forests of sugar pine on the lands of the company, and greatly increase its revenue from this source. Each year, as the State increases in population, it is found that lands increase in value, and that

lands heretofore unsalable become of value. The lands of the Central Pacific Railroad Company may be regarded as among its most valuable assets.

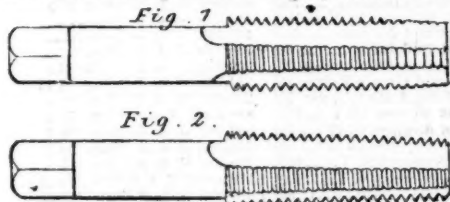
Respectfully,
B. B. REDDING,
Land Agent.

Taps.

BY JOSHUA ROSE.

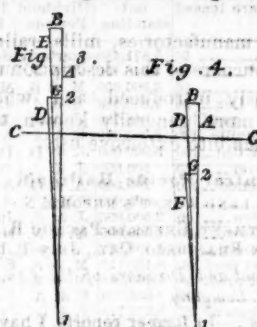
In view of the numerous forms in which we find the tap it is as well to explain the principles involved in its construction, for without the use of taps machine shops could scarcely exist, hence the subject is of great importance to the mechanic.

Suppose, then, we take the case of the parallel and taper-threaded taps shown in our engraving, in which Fig. 1 represents a taper parallel in the diameter of the thread, but tapered off, by the removal of parts of the thread at one end, in the manner usually applied in American manufacture. The distinctive feature is that the tapering is not made to extend so far up the length of the tap as it is in English manufacture. Suppose the sides of the thread to have sufficient clearance just to clear the sides of the thread from positive contact with the grooves cut in the work to form the thread. Now let Fig. 2 represent a tap of the same size and pitch, but having an amount of taper in the diameter of the thread sufficient in the length of the tap to equal twice the depth of the thread, so that it will enter the same size of hole as will the tap shown in Fig. 1, without hav-



ing any of the thread turned off, and we have the following state of existing facts: The full diameter of the taps being an inch, the circumference of the top of the thread at the large end of each will be equal to the length of the line A in Fig. 3. The line B representing the pitch of the thread, and C C representing the centre line of the length of a tap or bolt, we have the line E as representing the angle of the top of the thread to the centre line of the tap. And in the case of the tap shown in Fig. 1, this angle is constant at all parts of the tap. This is not, however, the case with the tap shown in Fig. 2, in which the angle of the thread to the centre line of the bolt varies at every part of its length. The angle at the largest end will, it is true, be that of the line B in Fig. 3; but turning our attention to the small end we shall find as follows: Suppose that in Fig. 4 the line A represents the circumference of the top of the thread, and B the pitch of the thread; we have then the line D as representing the angle of the top of the thread to the centre line C C of the tap. If we now turn to the angles of the bottom of the threads on the two taps, we shall find that the circumference of the tap shown in Fig. 1 being at the bottom of the thread equal to the length of the line A in Fig. 3 from the point 1 to the point 2, and the line G representing the pitch, we have the line D as representing the angle of the bottom of the thread, at every part of the tap, to the cen-

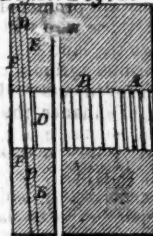
tre line C C. Whereas in the case of the tap shown in Fig. 2, the circumference of the bottom of the thread at the large end being the full length of the line A in Fig. 4, the circumference at the small end will be equal to the length of the line A



(Fig. 4) from the point 1 to the point 2, and the angle to the centre line is therefore represented by the line F. As a result, this angle varies at every part of the length of the tap.

The consequence of these angular variations we shall find operate, from every point of consideration, to the detriment of the tap shown in Fig. 2, as will be seen on reference to Fig. 5, which represents the section of a piece of iron with a tapping hole in it, and in which D D represents the angle of the groove which the small end of tap No. 2 would cut on entering the hole. Since the angle of the bottom of this groove requires to be that denoted by the line E, it follows that the teeth or each tooth cuts a groove standing at a different angle to itself; or in other words, each tooth stands crosswise in the grooves which it cuts, thus entailing a large amount of friction on the sides of the thread. In addition to this we must remember that since the angle of the bottom of the thread is denoted by the line F in Fig. 4, then as the teeth of the tap enter the hole to a certain depth, they approach to an angle corresponding to the angle of the line F in Fig. 4, which is denoted by the line F in Fig. 5; and as a re-

Fig. 5. Fig. 6.

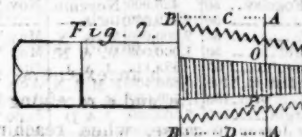


sult, the variation of the angle which the teeth actually cut to the groove when finished varies, at the largest diameter of the groove, between that of the line E and the line F in Fig. 5. This, however, is not the case with the form of tap shown in Fig. 1, because the angle of the bottom and top of the thread on the tap is the same in every part of its length.

There is, however, another and important consideration in that the tap shown in Fig. 1 finishes its work as it performs it, while that shown in Fig. 2 keeps going over the same ground, nothing being finished until the tap has passed entirely through the hole—that is to say, providing the hole requires to be parallel. The action of tap No. 2 is to cut a V groove deeper and deeper as the tap enters, while the action of tap No. 1 is to

leave a V projection. Now while the V groove is continually altered in its angle to the centre line of the bolt beginning at the angle D in Fig. 5, and ending at the angle E in the same figure, the angle of the V projection remains constant from the first to the last of the tapping operation.

In Fig. 6, which represents a piece of iron with a hole in it, in which tap No. 1 has been entered at A, and tap No. 2 at B, it will be observed that the action is in the first case to cut out metal, leaving the thread intact and finished as far as the duty has proceeded; while in the other it is to cut out a groove of the greatest angle and to continue to operate upon it until it becomes of the least angle, so that the effect is as follows: Suppose a hole to be tapped all through to one half a full thread, and we require to put in another tap to make it a full thread; then tap No. 1 would be relieved of any friction from that part of the thread already cut, whereas tap No. 2 would not. Many taper taps are made parallel in their thread all along except for about three quarters of an inch from



the entering end, in which case the evils here shown, though reduced, exist nevertheless in precise proportion to the amount of the taper.

In the case of pipe or gas taps, which usually have a maximum of taper upon them, we have yet another consideration of great moment, in that the teeth of the tap do not cut a groove of a diameter sufficiently large to allow themselves to pass through without being forced through. It will be readily perceived on reference to Fig. 7, which represents a gas tap, that the diameter of the thread increasing as it approaches the back B B of the tap, and A A being a line running true with the top of a tooth, and approaching nearer to B B at one end than it does at the other end (as denoted by the lines C and D), therefore the diameter of the cutting edge P of the tooth is not so large as the diameter of the back of the tooth O, and the tooth does not therefore cut a groove sufficiently large to allow itself to pass freely through. In addition to this, it must be borne in mind that all the defects shown as applicable to tap No. 2 are largely magnified (by reason of the increased taper) in the gas tap, and it therefore follows that it may be given a considerable amount of clearance in the thread, which clearance is necessary to relieve the sides of the thread from undue friction without giving them any freedom or play.

Articles of incorporation have been filed of the Punta Arena Railway and Lumber Company, to trade in land and lumber and build a prismatic railway in Mendocino county, Cal. Capital stock, \$2,500,000, divided into 50,000 shares of \$50 each. Directors—J. W. Tripp, William Booth, Joseph S. Kohn, D. Freeman and George B. Tolman. Principal place of business, San Francisco.

E. H. Fittler & Co., of Philadelphia, have been awarded the Treasury contract for furnishing cordage to life-saving stations, the contract aggregating about \$8000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,500,000	J. & J.	July '77 31	Little Miami. 50	5,871,450	quarterly	Sept. '77 2	Vermont and Mass. 100	\$2,800,000	A. & O.	Apr. '77 21
Atlanta and West Point. 100	1,232,300	J. & J.	July '77 4	Little Schuylkill. 50	2,648,100	J. & J.	July '77 31	Ware River. 100	760,000	J. & J.	July '77 31
Atlantic and Gulf. 100	3,693,200	—	—	Long Island. 50	3,000,000	M. & S.	May '77 10	Warren (N. J.). 100	1,500,000	A. & O.	Apr. '77 31
Atlantic and St. Law. 100	786,476	M. & N.	Nov. '73 31	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warwick Valley. 100	225,000	A. & O.	Apr. '72 2
Avon, Genesee & Mt. M. 100	225,000	M. & S.	June '77 3	Louisville & Nashville. 100	848,700	F. & A.	Jan. '74 4	Westchester & Phil. pref. 100	821,300	F. & A.	July '77 4
Baltimore and Ohio. 100	13,151,962	M. & N.	May '77 5	Louisv., N. Alb. & Chi. 100	9,003,219	F. & A.	Aug. '77 11	West Jersey. 100	1,559,750	F. & A.	Aug. '77 3
Washington Br. 100	1,650,000	A. & O.	Apr. '76 5	Lowell and Andover. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '77 3
Berkshire. 100	320,500	quarterly	Apr. '77 11	Lowell and Lawrence. 100	500,000	J. & J.	July '77 31	Winchester & Strasburg. 100	600,000	J. & J.	July '77 31
Blossburg & Corning. 50	250,000	J. & D.	Dec. '72 31	Lykens Valley. 100	200,000	A. & O.	Apr. '77 3	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Boston and Albany. 100	20,000,000	M. & N.	May '77 4	Macon and Western. 100	600,000	F.M.A.N.	Aug. '75 21				
Bos., Cin. & Fitchburg. pref. 100	1,172,600	—	—	Manchester and Law. 100	2,500,000	J. & J.	July '73 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marquette & Cincinnati. 100	1,000,000	M. & N.	May '77 5				
Bost., Concord & Mont. 100	800,000	M. & N.	May '77 3	Massachusetts. 100	1,409,912	—	—				
Boston and Lowell. 500	3,200,000	J. & J.	Jan. '76 3	Memphis & Charleston. 25	8,130,719	M. & S.	Sep. '66 3	Albany City. 100	110,300	—	—
Boston and Maine. 100	6,921,274	M. & N.	May '77 2	Michigan Central. 100	4,460,368	M. & S.	Sep. '66 3	Balt., Cat. & El. City. 100	1,003,000	J. & J.	Oct. '77 3
Boston and Providence. 100	4,000,000	M. & N.	May '77 3	Mill Creek & Minehill. 50	400,000	F. & A.	Feb. '75 3	Boston and Chelsea. 100	110,000	A. & O.	Apr. '77 4
Attleborough Branch. 100	131,700	J. & J.	July '77 31	M. Hill & Schuyl. Hav. 50	5,812,725	J. & D.	Jan. '69 3	Broadway (Brooklyn). 100	200,000	J. & J.	Jan. '75 3
Bost., Revere B. & Lynn. 100	350,000	quarterly	Dec. '76 2	M. Hill & Schuyl. Hav. 50	18,738,204	J. & J.	Jan. '73 4	Broadway & 7th Av. (N.Y.). 100	2,100,000	J. & D.	Jan. '75 3
Buffalo, N. Y. and Erie. 100	950,000	J. & D.	June '77 31	Morris and Essex. 50	323,375	J. & J.	July '77 5	Brooklyn City. 100	1,500,000	F.M.A.N.	Aug. '77 3
Camden and Amboy. 100	5,847,800	quarterly	Oct. '77 21	Mt. Carbon & Pt. Carbon. 50	3,856,450	J. & J.	July '77 31	Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Camden and Atlantic. 100	377,400	quarterly	Jan. '77 2	Nashua and Lowell. 100	16,000,000	J. & J.	July '77 3	Brooklyn and Jamaica. 100	488,100	—	—
Camden and Burlington. 100	838,311	quarterly	Jan. '77 2	Nashua and Lowell. 100	282,350	J. & J.	July '77 3	Cambridge. 100	302,000	J. & J.	July '77 31
Orpe May and Millville. 50	381,925	J. & J.	July '77 3	Nashua and Lowell. 100	800,000	M. & N.	May '77 2	Cambridge. 100	824,300	A. & O.	Oct. '67 21
Catawba & Foggels. 50	447,000	J. & D.	Dec. '76 3	Nashua and Lowell. 100	1,529,000	M. & D.	Dec. '76 3	Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 21
Catawba. 50	426,900	Novemb.	Nov. '71 6	Nashua and Lowell. 100	6,675,256	A. & O.	Apr. '77 11	Citizens' (Phil.). 50	600,000	J. & J.	Jan. '77 10
Catawba. 50	1,169,500	—	—	Naugatuck. 100	1,918,400	J. & J.	Jan. '77 6	Citizens' (Pbg.). 50	200,000	M. & N.	Nov. '71 7
Catawba. 50	2,200,000	M. & N.	May '77 31	Nesquehoning Valley. 50	1,000,000	M. & S.	Sep. '77 5	Coney Island & Brookl. 100	500,000	—	—
Catawba. 50	1,000,000	M. & N.	May '77 31	Newark and N. York. 100	977,400	J. & J.	Jan. '76 31	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Aug. '75 2
Cayuga and Susq. 50	689,110	J. & J.	July '77 4	N. Castle & Beaver Val. 50	1,800,000	quarterly	Oct. '77 21	Elizabeth and Newark. 100	1,000,000	J. & J.	Jan. '75 6
Cedar Rapids & Mo. R. 100	6,860,400	F.M.A.N.	Aug. '77 1	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Frankf. & Southw. (Ph.) 50	748,000	M. & N.	May '75 6
Central of Georgia. 100	7,500,000	J. & D.	June '74 4	New Jersey. 100	7,295,200	quarterly	Oct. '77 21	Germantown (Ph.) 50	491,750	J. & J.	Jan. '75 6
Central of New Jersey. 100	20,600,000	quarterly	Apr. '76 21	New London Northern. 100	1,418,800	quarterly	Apr. '77 2	Girard College (Ph.) 50	1,000,000	J. & J.	Jan. '77 5
Central Ohio. 50	2,425,000	J. & J.	July '77 1	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	Oct. '77 2	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Central Pacific. 100	54,275,500	A. & O.	Apr. '77 4	New York and Harlem. 100	8,500,000	J. & J.	July '77 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '77 11
Chemung. 100	380,000	quarterly	Jan. '77 11	N.Y., N.H. & Harl. 100	15,600,000	J. & J.	July '77 5	Heston, Mantau & Fairm. 60	2,050,000	J. & J.	Jan. '75 11
Cheshire, preferred. 100	2,155,300	J. & J.	Jan. '77 1	N.Y. Provid. & Boston. 100	2,500,000	quarterly	Apr. '77 21	Highland. 100	290,000	M. & N.	May '77 4
Chicago and Alton. 100	10,065,400	M. & S.	Sep. '77 31	Nig. Bridge & Ocasand. 100	1,000,000	J. & J.	July '77 3	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Chicago and Alton. 100	2,425,400	M. & S.	Sep. '77 31	North Carolina. 100	4,000,000	irregular.	Jan. '73 3	Lynn and Boston. 100	200,000	—	—
Chicago, Burl. & Quincy. 100	27,598,242	M. & S.	Sep. '77 31	N. Eastern (S.C.) pref. 100	96,000	M. & N.	May '67 4	Malden and Melrose. 100	200,000	—	—
Chicago, Iowa & Nebraska. 100	3,916,200	J. & J.	July '77 5	North Pennsylvania. 50	3,978,150	F. & A.	Aug. '77 31	Metropolitan (Boston). 50	1,500,000	J. & J.	July '77 4
Chi., Mil. and St. Paul. 100	15,999,261	A. & O.	Dec. '70 7	Northern Central. 50	5,842,000	—	Apr. '76 3	Middlesex (Boston). 100	400,000	M. & N.	May '77 3
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 31	Northern New Hampshire. 100	3,068,450	J. & D.	June '77 21	Ninth Avenue (N. Y.). 100	797,320	—	—
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 31	Northern New Jersey. 100	1,000,000	J. & J.	July '74 4	Orange and Newark. 100	282,550	—	—
Chicago, R. I. & Pacific. 100	25,000,000	quarterly	Nov. '77 2	Norwich & Worcester. 100	2,604,400	J. & J.	July '77 5	Philadelphia City. 50	750,000	J. & J.	Jan. '77 2
Cin., Ham. & Dayton. 100	8,600,000	A. & O.	Apr. '78 4	Ogden & L. Champl. 100	8,077,000	J. & J.	July '76 2	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Cin., Sand. and Cleve. 50	2,980,550	—	—	Ohio and Mississippi. 100	2,000,000	A. & O.	Oct. '77 4	Phila. and Grey's Ferry 50	284,775	J. & J.	July '77 11
Clev. Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Old Colony. 100	4,030,000	quarterly	Mar. '75 31	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cleveland & Mahoning. 50	2,057,590	M. & N.	May '77 31	Oswego and Syracuse. 100	6,733,900	J. & D.	July '77 3	Second Avenue (N.Y.). 100	888,100	J. & J.	Oct. '77 2
Cleveland & Pittsburgh. 100	11,236,150	quarterly	Sep. '77 11	Pacific of Missouri. 100	3,635,750	quarterly	July '75 11	Second & Third St. (Ph.) 40	962,100	J. & J.	Jan. '76 3
Columbus and Xenia. 50	1,786,800	M. & S.	Sep. '77 2	Panama. 100	7,000,000	quarterly	Aug. '77 3	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 4	Paterson and Hudson. 100	832,000	J. & J.	July '77 4	Sixth Avenue (N. Y.). 100	750,000	M. & N.	Nov. '74 5
Concord. 100	1,500,000	M. & N.	May '77 5	Paterson and Newark. 100	250,000	J. & J.	July '77 3	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N.	Feb. '76 21
Concord and Ports. 100	350,000	J. & J.	July '77 31	Paterson and Ramapo. 100	248,000	J. & J.	July '77 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Feb. '77 21
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '76 3	Pemb. & Hightstown. 50	342,150	J. & J.	Jan. '75 3	23d street (N. Y.). 100	600,000	J. & J.	Jan. '75 4
Connecticut River. 100	2,100,000	J. & J.	July '77 4	Pennsylvania. 100	68,570,200	quarterly	May '77 11	Somerville (Boston). 100	95,000	M. & N.	May '77 3
Cumberland Valley. 50	1,292,950	J. & J.	Apr. '77 21	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '77 4	South Boston. 100	450,000	quarterly	July '77 2
Danbury and Newfal. 50	600,000	—	—	Philadelphia and Erie. 50	4,004,300	J. & J.	July '77 4	Union (Boston). 100	374,800	J. & J.	July '77 5
Delaware. 100	1,230,950	J. & J.	Jan. '77 3	Phil. Ger. & Norristown. 50	2,400,000	M. & J.	June '77 4	Union (Phila.). 50	400,000	J. & J.	July '77 4
Del., Lackaw. & Westn. 50	235,000	quarterly	July '76 21	Philadelphia & Reading. 50	1,626,250	J. & J.	Jan. '76 21	West Philadelphia. 50	400,000	J. & J.	July '77 10
Detroit & Milwaukee. 50	822,140	—	—	Phila. and Trenton. 100	32,725,775	quarterly	Jan. '76 21				
Dubuque & Sioux City. 100	6,000,000	A. & O.	Apr. '77 11	Phila., Wil. & Balt. 50	1,259,100	quarterly	Oct. '77 21				
East Pennsylvania. 100	1,409,200	J. & J.	July '77 3	Pitts., Ft. W. & Chi. 100	11,561,250	J. & J.	July '77 4				
East Mahoning. 50	392,950	J. & J.	July '77 21	Pitts., Ft. W. & Chi. 100	19,714,285	quarterly	July '77 11				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Special Imp. 100	5,504,298	quarterly	July '77 11				
Eastern (Mass.). 100	4,997,600	J. & J.	July '77 3	Pittsfield & N. Adams. 100	450,000	J. & J.	July '77 21				
Eastern (N. H.). 100	492,500	J. & J.	July '77 3	Portland and Kennebec. 100	616,700	J. & J.	Jan. '75 3				
Elmira, Jof. & Canand. 100	600,000	F. & A.	Aug. '74 21	Yarmouth certificates. 100	202,400	A. & O.	Apr. '75 3				
Elmira & Williamsport. 50	500,000	M. & N.	May '77 21	Portl., Saco & Portm. 100	1,500,000	J. & J.	July '77 3				
Elmira. 50	500,000	J. & J.	July '77 31	Providence and Worcester. 100	2,000,000	J. & J.	Jan. '77 4				
Erie Railway. 100	78,000,000	—	—	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6				
Erie and Pittsburgh. 50	8,636,910	quarterly	Oct. '73 31	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '77 4				
Fitchburg. 100	4,000,000	J. and J.	July '77 3	Roch. & Genesee Val. 100	555,200	—	July '75 5				
Georgia. 100	4,609,000	J. and J.	Jan. '77 3	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '75 3				
Granite Railway. 100	550,000	J. and J.	Apr. '77 4	Rutland. 100	2,480,600	—	—				
Great Western (Ca.). 100	19,337,404	A. and O.	Apr. '74 11	St. Croix and Penobscot. 100	418,700	F. & A.	Feb. '75 31				
Hanibal & St. Joseph. 100	9,163,700	F. and A.	Aug. '70 3	St. L., Alt. & T. Haute. 100	2,300,000	J. & J.	July '71 2				
Hanibal. 100	9,083,024	Annual.	Aug. '70 7	St. L., Kan. C. & North. 100	2,040,000	—	—				
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '75 5	St. L., I. Mt. & South. 100	14,348,950	F. & A.	Feb. '74 3				
Harlem Extension. 100	4,000,000	—	—	St. L., Kan. C. & North. 100	12,000,000	—	—				
Harrisburg & Lancaster. 50	1,182,500	J. & J.	Jan. '77 31	Schuylkill Valley. 50	676,050	J. & J.	July '77 21				
Houston, pref. 100	1,480,000	quarterly	July '77 2	Seaboard and Roanoke. 100	1,151,400	M. & N.	May '77 3				
Huntingdon & P'd Top. 50	890,000	—	—	Shamokin V. & Pottav. 50	889,450	F. & A.	Feb. '77 3				
Illinois Central. 100	450,750	J. & J.	July '68 31	Shore Line. 100	995,800	J. & J.	Jan. '77 4				
Indianapolis, Cin. & Laf. 50	7,886,497	M. & S.	Sep. '74 4	Sioux C. & Pacific pref. 100	109,000	A. & O.	Apr. '77 31				
Iowa Falls & Sioux City. 100	4,625,000	quarterly	Dec. '76 1	South Branch (N. J.). 100	438,300	F. & A.	Feb. '72 1				
Iowa Railroad Land Co. 100	1,920,000	quarterly	May '77 11	South Carolina. 100							

RAILROAD EARNINGS—MONTHLY.

	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe: January.												
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	2,486,583
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142					
Central Pacific:												
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,393,185	1,375,470	1,228,751	11,116,366
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	13,703,334
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	13,382,009
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	14,243,317
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000				
Canada Southern:												
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	115,798	148,968	158,618	156,986	124,838	1,095,567
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	124,649					
Chicago and Alton:												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,043	550,950	416,544	5,126,328
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	3,693,311
1876.....	305,527	346,850	355,527	364,000	423,645	451,033	403,671	510,795	524,244	532,868	367,898	3,743,351
1877.....	338,807	333,459	346,308	338,095	321,256	362,522	310,160	483,256				
Chicago and Northwestern:												
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	10,300,027
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	9,333,339
1876.....	808,842	854,627	944,450	919,752	1,090,752	1,232,407	1,015,992	986,683	1,182,830	1,403,993	1,117,349	9,093,641
1877.....	721,024	714,116	804,556	888,895	930,014							
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	8,133,192
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	6,622,283
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,269	927,030	7,477,893
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	6,103,388
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	556,000	677,000				
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	3,922,596
1874.....	373,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	3,253,399
1875.....	277,140	255,239	301,666	304,424	303,689	295,947	291,386	306,105	383,550	364,738	387,295	3,333,038
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,298	282,631	2,343,343
Erie:												
1873.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	13,922,615
1874.....	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	15,222,585
1875.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	12,877,551
1876.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039			
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	173,911	169,639	1,517,709
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	1,588,813
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210				
Illinois Central:												
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	6,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	6,804,435
1875.....	591,031	481,681	595,519	610,459	604,831	602,505	715,899	613,446	718,101	816,508	773,092	6,794,434
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	5,322,867
1877.....	466,498	460,839		447,409			458,707					
Lake Shore & Mich. South'n:												
1873.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,891	1,567,875	14,922,235
1874.....	1,445,320	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	15,722,693
1875.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	13,655,986
1876.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,148	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	12,803,371
1877.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	10,517,777
Mo., Kan. & Texas:												
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	2,957,738
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	2,964,466
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347				
Ohio and Mississippi:												
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	3,379,915
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679		
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	8,370,080
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	8,917,791
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	10,491,136
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,557,429	1,375,639	9,581,136
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	
1876.....												
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,623	2,313,348
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	3,850,000
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,765	4,976,650
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	374,000	440,600	450,332	4,863,300
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	292,468	362,600				
St. Louis, Kans. C. & North'n:												
1875.....	208,088	196,155	243,991	220,692	188,083	178,332	153,497	248,836	246,624	263,240	235,176	2,655,536
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,688	290,601	328,508	282,511	2,611,777
1877.....	240,042	250,100	250,352	264,438	237,173	171,856	193,921	302,026				
Toledo, Peoria and Warsaw:												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,254	127,167	123,920	1,116,762
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	980,065
1877.....	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274				
Union Pacific:												
1869.....					797,948	706,602	623,560	617,585	759,467	999,665	837,388	7,116,829
1870.....	528,529	500,139	539,238	706,603	802,586	746,						

NATIONAL AND STATE SECURITIES.

National Securities, Sept. 1, 1877.										Massachusetts—(\$29,465,204):									
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.										
Loan of June 14, 1858.....registered	5	Jan. & July.	1874	.....	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	.....								
Loan of February 8, 1861.....registered	6	Jan. & July.	1880	109 1/2	.. Harbor Land Improvement bonds, 1874	400,000	5	May & Nov.	1880	111									
Oregon War Bonds of March 2, 1861.....coupon	6	Jan. & July.	1881	107	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	Jan. & July.	1875-76	115									
Loan of July 17, and Aug. 5, 1861.....registered	6	Jan. & July.	1881	109 1/2	.. Union Defense Loan, 1861.....	1,850,000	6	June and Dec.	1875-76	115									
Loan of Feb. 25, 1862 (5-20s).....registered	6	Jan. & July.	1881	110 1/2	.. Union Defense Loan, 1862.....	50,000	5	Jan. and July.	1883	111 1/2									
Loan of March 3, 1868.....coupon	6	May & Nov.	1882	.....	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1884	111 1/2							
Loan of March 3, 1864 (5-20s).....registered	6	Jan. & July.	1882	.....	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	Various.	1889	.....								
Loan of June 30, 1864 (5-20s).....registered	6	Jan. & July.	1881	109 1/2	.. War Fund Loan, 1869.....	999,944	5	Jan. & July.	1890	.....								
Loan of March 3, 1866 (5-20s).....coupon	6	May & Nov.	1884	.....	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Jan. & July.	1900	.....								
.. 2d series (5-20s).....registered	6	Jan. & July.	1885	108 1/2	.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	.....								
.. 3d series (5-20s).....registered	6	Jan. & July.	1887	107 1/2	Michigan—(\$1,864,000):														
.. 4th series (5-20s).....registered	6	Jan. & July.	1888	109 1/2	.. Renewal Loan bonds, 1858.....	105,000	6	Jan. & July.	1878	101 1/2									
.. 10-40s.....registered	6	Mar. & Sept.	1904	107 1/2	.. Two Million Loan bonds, 1863.....	1,032,000	6	Jan. & July.	1878-83	105									
Consols of July 14, '70 & Jan. 20, '71.....registered	5	F. M. A. & N.	1881	107 1/2	.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	110 1/2									
Funded Loan of 1891.....coupon	4 1/2	M. J. S. & D.	1881	107 1/2	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	1877-79	.....								
Debt matured and without interest.....(var.)	3	Jan. & July.	1895-99	121 1/2	.. State Buildings Loan, 1873, coupon.....	230,000	7	Jan. & July.	1883-03	.....								
Navy Pension Fund of July 23, 1868.....(cur.)	3	Jan. & July.	1895-99	121 1/2	.. Railroad Aid bonds, 1858, (repudiated).....	2,275,000	7	Jan. & July.	1887	.....								
Pacific R. R. Bonds (registered).....(currency)	4 1/2	Jan. & July.	1895-99	121 1/2	Missouri—(\$17,839,000):														
United States Notes.....	4 1/2	Jan. & July.	1895-99	121 1/2	.. State Debt Proper, 1865 and 1868.....	439,000	6	Jan. & July.	1881-91	106 1/2									
Fractional Currency.....	4 1/2	Jan. & July.	1895-99	121 1/2	.. Consolidation bonds, 1868.....	2,727,000	6	Jan. & July.	1888	.....								
					.. Funding Bonds, 1874.....	1,100,000	6	Jan. & July.	1894-95	100									
					.. Railroad Aid bonds, 1853-66.....	15,835,000	6	Jan. & July.	1879-87	106 1/2									
					.. State Institution bonds, 1872 to 1874.....	505,000	6	Jan. & July.	1892-94	106 1/2									
					Nevada—(\$160,000):														
					.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	.....								
					New Hampshire—(\$3,519,100):														
					.. War Loan Bonds, of 1861.....	213,000	6	Jan. & July.	1877-78	102									
					.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	1884-89	108									
					.. State bonds, 1873.....	500,000	6	Jan. & July.	1879-80	103									
					.. Equalization (Municipal) bonds, 1872.....	2,206,100	6	Jan. & July.	1892-05	113 1/2									
					New Jersey—(\$2,496,300):														
					.. War Loan (tax free) bonds, 1861.....	1,000,900	6	Jan. & July.	1878-84	108									
					.. War Loan (tax free) bonds, 1863.....	900,900	6	Jan. & July.	1886-96	.....								
					.. War Loan bonds, 1864.....	593,400	6	Jan. & July.	1897-02	.....								
					New York—(\$29,776,787):														
					.. Bounty Loan bonds, coupon.....	1,057,000	7	Jan. & July.	1877	101 1/2									
					.. Bounty Loan bonds, registered.....	14,856,000	7	Jan. & July.	1877	101 1/2									
					.. State (Deficiency) Stock, '38, part at will.....	889,781	6	Jan. & July.	1878	106									
					.. Canal Stock (old).....	880,000	6	Jan. & July.	1877	102									
					.. Canal Stock, 1872.....	1,562,300	6	Jan. & July.	1887	120									
					.. Canal Stock, 1873.....	847,500	6	Jan. & July.	1883	115									
					.. Canal Stock, 1873.....	4,302,600	6	Jan. & July.	1891	119									
					.. Canal Stock, 1874.....	2,000,000	6	Jan. & July.	1892	119									
					North Carolina—(\$25,419,045):														
					.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	1875-98	17 1/2									
					.. Railroad and Improvement (old) bonds.....	3,639,400	6	Jan. & July.	1875-98	17 1/2									
					.. Railroad and Improvement (new) bonds.....	2,385,000	6	Jan. & July.	1875-98	7 1/2									
					.. Railroad and Improvement (new) bonds.....	1,695,000	6	Jan. & July.	1875-98	7 1/2									
					.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	8 1/2									
					.. Funding (new) bonds, 1868.....	1,711,400	6	Jan. & July.	1898	8 1/2									
					.. Special Tax bonds.....	11,407,000	6	Jan. & July.	1898-99	1 1/2									
					Ohio—(\$7,988,205):														
					.. Loan (sinking fund), 1850.....	11,865	6	Jan. & July.	1875	.....								
					.. Loan (sinking fund), 1860.....	4,082,840	6	Jan. & July.	1881	105									
					.. Loan (sinking fund), 1866.....	2,400,000	6	Jan. & July.	1886	110									
					Oregon—(\$246,027):														
					.. Bounty and Relief bonds.....	44,027	7	Jan. & July.	1875-84	.....								
					.. Willamette Canal and Lock bonds, 1870.....	200,000	7	Jan. & July.	1880	.....								
					Pennsylvania—(\$24,568,635):														
					.. Inclined Plane Loan, of 1849.....	400,000	6	Jan. & July.	1879	104 1/2									
					.. Loan of April 1852, reg. and coup.....	395,000	6	Jan. & July.	1882	101 1/2									
					.. Loans, May '52 & Apr. '52, reg. & coup.....	3,618,500	6	Jan. & July.	1877-78	102 1/2									
					.. Loan.....	87,000	4 1/2	Jan. & July.	1882	.....								
					.. Stock Loan of Feb. 2, 1867, 2d series.....	3,000,000	6	Jan. & July.	1877	102 1/2									
					.. Stock Loan of Feb. 2, 1867, 3d series.....	9,965,800	6	Jan. & July.	1882	111 1/2									
					.. Agricultural College Land Scrip, 1872.....	500,000	6	Jan. & July.	1876	.....								
					Rhode Island—(\$2,638,000):														
					.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	107									
					.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	1883-84	.....								
					South Carolina—(\$14,537,295):														
					.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	1877-89	41									
					.. State House bonds, 1853 and 1854.....cur.	287,000	6	Jan. & July.	1871-80	.....								
					.. Blue Ridge R. R. bonds, 1854.....	867,000	6	Jan. & July.	1875-79	.....								
					.. Funding Stock and bonds, 1866.....	884,113	6	Jan. & July.	1879-80	40									
					.. Funding and Conversion bonds, 1868-69.....	3,764,850	6	Jan. & July.	1882-89	40									
					.. Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1889	40									
					.. Fire Loan Stock of 1838.....	292,641	6	Jan. & July.	1888	35									
					.. Relief (Treasury) bonds, 1860.....	616,000	6	Jan. & July.	1888	35									
					.. Consolidated bonds, 1873, reg. and coup.....	1,391,084	var	Various.	1893	.....								
					.. Railroad bond endorsements.....	4,707,808	var	Various.	var.	.....								
					Tennessee—(\$47,185,617):														
					.. State Bonds (direct).....	2,641,000	6	Jan. & July.	1880	42 1/2									
					.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	1879-99	42 1/2									
					.. Funding bonds, 1866 and 1868.....	7,141,000	6	Jan. & July.	1879-99	42 1/2									
					.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	Jan. & July.	1914	42 1/2									
					Texas—(\$4,822,073):														
					.. State Bonds.....	125,000	6	Jan. & July.	1877	.....								
					.. State Bonds.....	75,000	6	Jan. & July.	1892	.....								
					.. Frontier Defense (gold) bonds.....	697,000	7 1/2	Jan. & July.	1910	.....								
					.. Revenue Deficiency (gold) bonds.....	500,000	7 1/2	Jan. & July.	1892	.....								
					.. Funding (gold) Bonds.....	1,000,000	7 1/2	Jan. & July.	1904	.....								
					.. Funding (currency) Bonds.....	279,000	10	Mar. & Sept.	1876	.....								
					.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	.....								
					.. Pension (currency) Bonds.....	1,100,000	10	Jan. & July.	1894	.....								
					Vermont—(\$312,500):														
					.. War Loan bonds, 1862.....	312,000	6	Jan. & July.	1875-90	100 1/2									
					Virginia—(\$50,556,403):														
					.. Coupon (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	1861-96	30									
					.. Registered (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	1861-96	30									
					.. Coupon (new) bonds, 1866 and 1867.....	700,000	6	Jan. & July.	1866-67	20									
					.. Registered (new) bonds, 1866 and 1867.....	700,000	6	Jan. & July.	1866-67	20									
					.. Consol. (coup. not receivable for taxes) 1871.....	20,239,005	6	Jan. & July.	1871	76									
					.. Consol. (coup. not receivable for taxes) 1872.....	2,442,784	6	Jan. & July.	1872	76									
					.. Deferred (W. Va.) certificates, 1871.....	15,239,370	6	Jan. & July.	1871	76									

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	1911-92	1167
2d Mortgage	2,673,000	8	"	"	1889	....	Loan of 1875	2,000,000	6	Jan. & July.	"	1895	1068
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	102	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	98	Consol. Mortgage for \$2,000,000.	1,241,000	7	Apr. and Oct.	Boston.	1893	100
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	346,000	6	"	"	"	1893	....
Albany Loan	933,000	6	"	"	1895	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdiell).....	15,000,000	7	Jan. and July.	New York.	1900	181
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	13
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	107	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	98	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	98	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	6,408,900	7	"	Pittsburg.	1894	40	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	108
American Central:							Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101	Bonds of 1876	161,000	6	Jan. and July.	"	1896	....
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	1888-99	110
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,620,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	88	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,369,000	7*	Apr. & Oct.	Boston.	1900	81	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bost.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,294,000	7*	Apr. & Oct.	"	1903	53	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds	475,000	12	Jan. & July.	Boston.	....	101	Mort. bonds (" ") ..	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds (" ") ..	2,850,000	7	Apr. and Oct.	"	1898	108
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold)	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	107
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	98	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage, stg., skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	50
Atlantic and Lake Erie:							1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mort. (gold) for \$5,000,000 ..	....	7*	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,683,250	7	Apr. & Oct.	N. Y. & Bost.	1893	110
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien	298,500	8	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	289,500	8	Apr. & Oct.	N. Y. & Bost.	1879	100
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1899	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb.						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	105
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892..	600,000	8	"	Boston.	1888	90
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	Calo and Fulton (Arkansas):						
Land Debentures	500,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							Calo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	"	1884	....	Calo and Vincennes:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1883	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1886	....
2d Mortgage	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1886	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,600,000	6*	Jan. & July.	"	1891	....
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102	Camden and Amboy:						
Loan of 1882-'85.....	1,710,000	6	Apr. & Oct.	"	1885	107	Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1856-'90 (Balt.) skg. fd.	3,253,028	6	Jan. & July.	"	1890	....	Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1870-'95 (atg.) skg. fund.	3,398,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1872-1902 (atg.) S. F.....	9,198,852	6*	"	"	1902	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1890	....
Loan of 1874-1910 (atg.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage	500,000	7	Apr. & Oct.	"	1879	95
1st Mortgage (R. R.) gold guar....	3,000,000	6*	Apr. & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (skg. fd.) for \$9,000,000	9,000,000	7*	J. n. & July.	New York.	1906	59
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. &										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	675,000	7	Feb. & Aug.	New York.	1891	101	2d Mort. (now 1st) guar. C. & N.W.	563,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	99	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7*	" "	" "	1900	....
2d Mortgage Governm't secured.	1,600,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.).	1,800,000	7*	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	" "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6*	" "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	107
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	52	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.Y. & C.):							1st Mortgage.....	3,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	64	Chicago, Milwaukee and St. Paul:						
1st Mort. (New York) for \$5,000,000.	6,000,000	7	Feb. & Aug.	" "	1890	110	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	103
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	98
Loan of Loh. C. & Nav. Co. (aud'd)	2,310,000	6	" A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer).	2,500	8	May & Nov.	" "	1874	....
Consol. Mort. for \$25,000,000....	16,000,000	7	" "	New York.	1899	88	1st Mort. (Iowa and Minn. Div.)	3,310,000	7	Jan. & July.	" "	1897	91
Central Ohio (B. and O.):							1st Mort. (Minnesota Central).	190,000	7	" "	" "	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (St. Paul Division).	4,000,000	7*	" "	" "	1902	96
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	" "	" "	1899	84
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	105	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	114
Convertible 30 years bonds, gold	1,483,000	7*	" "	" "	1883	103	2d Mort. (")	1,315,000	7.3	" "	" "	1898	97
State Aid B'ds (Int. by State) gold.	1,500,000	7*	" "	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	" "	1902	90
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S. Treasury.	'95-'96	....	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
1st Mort. (Western Pacific) gold.	2,735,000	6*	" "	New York.	1899	101	2d Mortgage.....	675,000	7	April & Oct.	" "	1884	91
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	" "	" "	'83-'92	87	Equipment and Bridge Bonds...	219,000	10	June & Dec.	" "	1883	....
1st Mort. (S. Fr. Okla. & Ala.)...	500,000	8*	" "	" "	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	" "	1905	89
1st Mort. (San Joaquin V.D.) gold.	6,030,000	6*	April & Oct.	" "	1900	85	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold.	9,270,000	6*	" "	" "	1890	93	Preferred sinking fund (193 m.).	1,235,500	7	Feb. & Aug.	New York.	1885	106
Central Vermont:							General 1st Mortgage (193 m.) ..	3,559,400	7	" "	" "	1885	105
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	729,000	7	May & Nov.	" "	1883	104
2d Mort., Consol. (")	1,500,000	7*	June & Dec.	" "	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	" "	1885	100
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" "	1887	39	Green Bay Ext. (26 m. & 76,000 a.)	251,000	7	" "	" "	1885	100
Income and Extension Bonds....	1,008,000	8	May & Nov.	" "	1902	38	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	" "	" "	1882	107
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	'76-'77	40	Elgin and State Line.....	19,500	6	Jan. & July.	" "	1878	....
Equipment nt Mort. (")	1,000,000	8	" "	" "	1889	39	Mississippi River Bridge.....	181,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	36	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	" "	1898	....
Missisquoi R.R. (")	500,000	7	" "	" "	1891	....	Consol. skg fund (C. & N.W. R'y)	4,455,000	7	F. M. A. & N.	" "	1915	107
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds....	11,343,000	7*	June & Dec.	" "	1902	91
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.....	167,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" "	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	" "	" "	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	..
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southwrm (C.B. & Q.)						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	106
Cherry Valley, Sharon and Alb.							Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	" "	1895	104
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	New mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	" "	1917	105
Chesapeake and Ohio:							Chi. & Southwrm (C. B. & Q.)						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	23	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (cou. or reg)	6,426,000	7*	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago and Superior:						
3d Mort. (") coupon.....	902,000	6	" "	" "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	" "	" "	1876	....	Chillicothe and Brunswick:						
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Cheshire:							Cincinnati, and Baltimore:						
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	'77-'98	98	1st Mort. guar. by B. & O. & M. & O.	322,000	7	Jan. & July.	Baltimore.	1900	95
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, Hamilton and Dayton:						
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	....
Chester and Tamarac:							2d Mortgage of 1865.....	496,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	" "	1905	....
Chicago and Alton:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	1st Mort., guar. for \$2,500,000..	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	115	Cincinnati, Lafayette and Chi.:						
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	107	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	4,379,750	6*	Jan. & July.	London.	1903	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	" "	1914	....
1st Mort. (St. L. & C.) assumed	584,000	7	April & Oct.	New York.	1894	107	Cincinnati and Martinsville:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mort., guar. by I. C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	" "	1900	86	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	..
Trust Mortgage skg fund.....	2,670,000	8	Jan. & July.	New York.	1883	115	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skg fund conv.	160,000	8	" "	" "	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	667,000	7	April & Oct.	" "	1890	....	2d Mortgage.....	65,000	7	" "	" "	1889	....
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	102	Cinc., Rich. & Ft. Wayne (G.R. & L.)						
Bonds of 1875, Sinking Fund...	448,000	5	June & Dec.	" "	1895	80	1st Mortgage gold, guar.....</						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	6	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	70
Construction and Equip. bonds.	1,098,000	7	"	"	1892	104	1st Mort. (\$424,000 guar.).....						
4th (now 3d) Mortgage guar.....	1,487,000	7	May & Nov.	"	1900	108	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York	1891	....
Regist'd bds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	104	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	108	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	108	Detroit, Lansing and Lake Mich.:						
2d Mortgage (")	849,000	7	April & Oct.	"	1886	108	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1893	....
Colebrookdale:							1st Mortgage (on Branches).....	675,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	44
Colorado Central (3 ft. gauge):							1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	36	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	11	2d Mortgage (")	1,000,000	8	"	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1890	95	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
2d Mort. (")	344,400	7	Jan. & July.	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st M., s.f. (")	39,650	7	May & Nov.	"	1896	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1906	103
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income (")	74,024	7	"	"	1905	....	1st Mort., guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittsb.:						
General Mortgage.....	634,000	7	"	"	1892	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							1st Alabama and Cincinnati:						
New Mortgage for \$1,500,000....	1,186,500	7	April & Oct.	Boston.	1893	104	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	100	East Brandywine & Waynesboro:						
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1889	83	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1888	....
Connecticut River:							East Pennsylvania (Ph. & Rdg.):						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
Connecticut Valley:							East Tennessee, Virginia & Ga.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
Connecticut Western:							2d Mortgage.....	190,000	4	"	"	1885	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1896	....
Connecting (Philadelphia):							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	102	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1880-85	....
Cooperstown and Susq. Valley:							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Eastern (Mass.):						
Cowanesque Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage, gold.....	25,000	7*	Jan. & July.	New York.	1902	....	Loan of 1867.....	7	"	"	"	1887	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1868.....	6	"	"	"	1880	....
Cumberland & Penn. (Consol. Coal):							Loan of 1869.....	6	May & Nov.	"	"	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	7	"	"	"	1882	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Ten year coupon notes.....	7	"	"	"	1883-84	....
Cumberland Valley:							Sinking Fund Bonds.....	3,049,200	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Sterling Sinking Fd. Bonds.....	12,545,000	34*	"	Boston.	1906	50
2d Mortgage.....	109,500	8	"	"	1908	....	Certif. of Indebt. Sept. 1, 1876..						
Plain bonds.....	81,500	6	"	"	1884	....	Eastern Shore (Md.):						
Danbury and Norwalk:							1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Danv., Hazleton & Wilkesbarre:							Elmira and Williamsport (N. Cen.):						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	104
2d Mortgage.....	300,000	7	"	"	1885	....	Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1882	60
Danv., Urb., Bloom'gton & Pekin:							Erie Railway:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	115
Davenport and St. Paul:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	102
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	3d Mortgage.....	4,852,000	7	"	"	1883	102
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1890	103
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	105
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....	Buffalo Branch, 1st mortgage.....	182,500	7	Jan. & July.	"	1891	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	Sterling loan (\$1,000,000) conv.	4,457,714	6*	March & Sept.	London.	1875	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	N.Y. & London.	1920	....
Dayton and Union:							2a Consol. Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,500	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (")	495,000	6	Jan. & July.	"	1905	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Delaware and Bound Brook:							1st L.M. (& 1st on 59, & 2d on 55m)</						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1880	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,900	7	April & Oct.	"	1895	88
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. R. Ext'n.)....	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,598,900	5*	"	"	1903	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.):						
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	100 1/2
Fonda, Johnstone & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	15
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	...
2d Mortgage.....	500,000	8	"	"	1896	....	2d Mortgage.....	1,600,000	5	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elkhorn & Mo. (S.C. & P.):							International and Gr. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mortgage s.t. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	67
Galena & Chic. Union (C. & N. W.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage (Hous. & Gr. N. R. R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio.							Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1878-83	...
1st Mortgage, s.k.g. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta.	1875-90	....	1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
Ulm, Clinton & Springfield:							2d Mort. (") guar.....	1,497,000	7	Jan. & July.	"	1877-82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
Grand Rapids & Indiana:							Equipment Mortgage.....	375,000	10	"	"	1900	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	Ionia and Lansing (D. L. & L. M.):						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	80 1/2
Grand Trunk (Ca.):							Iowa Midland (C. & N. W.):						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds \$2,327,898	11,639,040	4*	"	"	"	....	1st Mortgage gold, s.k.g. fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (M.C.):						
Provincial Debentures \$2,111,500	15,557,500	6	"	Ottawa.	"	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Great Western of Canada:							1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	1877-78	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	0
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	72	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jameson & Frank (L.S. & M. So.):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	1871-86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	376,766	7	"	"	1871-86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	75	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage s.k.g. fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-94	106	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	1877-98	106	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	88	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (R. L. 26.32 m.) s.k.g. fund	500,000	8	Feb. & Aug.	"	1892	...	Junction and Breakwater:						
1st Mort. (Conn. 96.04 m.) s.k.g. f'd.	1,200,000	7	Jan. & July.	"	1886	90	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Holly, Wayne & Monroe (F. & P. M.):							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort., assumed by L.S. & M. So.	844					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	8,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	575,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1911-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	1881	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	1905-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1896	96
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-78	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.	100,000	7	"	"	1887	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.	1,092,000	7	April & Oct.	New York.	1892	....	Macon and Brunswick:						
Lake Erie and Louisville:							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort.	600,000	7	May & Nov.	"	1900	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Ontario Shore:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Madison and Portage:						
Lake Shore & Michigan South'n:							1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Maine Central:						
Consol. Mort., S. F., Regist'd.	6,850,000	7	Jan. & July.	"	1900	108	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S. F., Coupot.	9,105,000	7	Jan. & July.	"	1900	106	\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	91
2d Consol. Mort. for \$25,000,000	9,105,000	7	June & Dec.	"	1893	99	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	....
Bonds of 1882 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882	....	1st Mort. (Belfast & Moosehead)	150,000	7*	May & Nov.	Belfast & Bost.	1890	....
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	107	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	1900-91	96
Reg. Mort. (Clev., Fain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
2d Mort. (")	2,682,306	7	"	"	1877	....	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1886	....	Bath (Androscooggin) Loan	425,000	6	"	"	1891	....
2d Mort. (")	849,000	7	April & Oct.	"	1886	....	Mansfield & Framing. (B.C. & F.):						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (")	2,850,000	7	April & Oct.	"	1898	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	1st Mortgage Dollar.....	2,450,000	7*	"	Baltimore.	1891	99
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	50
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	20
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mort. (Scioto & Hock, Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	Marietta, Pittsburg & Cleveland:						
2d M. (")	500,000	7	June & Dec.	"	1894	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Lake Shore & Tuscarawas Valley:							Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mortgage (Marq. & Ont.)	1,760,000	8	Jan. & Dec.	New York.	1892	89
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1892	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	92-08	....
Lake Superior & Mississippi:							Massawippi Valley (C. & P. R.):						
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	Maryland and Delaware:						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Lawrence (P. F. W. & Chl.):							2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven. Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,314,142	6	"	"	73-78	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	....	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	109	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg.....	6,000,000	6	"	"	1898	110	1st Mort. (South Bend Div. Jassud	200,000	8	May and Nov.	New York.	1890	....
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	111	Michigan Central:						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	94	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
General Mort., registered.....	5,000,000	6*	"	"	1922	94	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	114
Lewisb. Centre & Spruce C. (P. & E.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	104
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line Jassud	1,900,000	8	Jan. & July.	"	1890	55
Lexington & St. Louis (A. & P.):							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	Michigan Lake Shore:						
Little Miami:							1st Mortgage.....	800,000	8</				

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1888	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$8,000,000.....	8,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$800,000, guar.....	800,000	6*	May & Nov.	New York.	1883	106 1/2
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	781-93	....	New York Central & Hudson R.:	6,632,900	6	May & Nov.	"	1883	104 1/2
Tennessee State Loan.....	430,547	7	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	74,800	6	"	"	1883	104 1/2
Mississippi Valley and Western:							Bonds for B. & N. F. atk (")	692,000	6	"	"	1883	104 1/2
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	162,000	6	"	"	1887	106 1/2
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	2,391,900	6	June & Dec.	"	1885	112 1/2
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F.	1,794,900	7	"	"	1891	....
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	18,465,000	7	Jan. & July.	"	1903	118 1/2
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. } for \$30,000,000	9,733,333	6*	"	London.	1903	....
1st Mort. (Tebco & Neosho) S. F.	382,000	7*	June & Dec.	"	1903	....	1st Mort. reg'd }						
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	57 1/2	1st Mort. Sterling for £2,000,000	103,000	6	Feb. & Aug.	New York.	1893	....
Additional Consol. Mort.....	2,500,000	7	"	"	1906	....	Consolidated Mortgage of 1863..	107,704	7	Jan. & July.	"	1891	....
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	Sinking Fund Mortgage of 1861.	10,500,000	7	May & Nov.	"	1900	118
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, coupon.				"	1900	118
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	02	Consol. Mort. of 1872, reg.....						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	N. York, Housatonic & Northern:						
Mobile and Girard:							1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Plain bonds.....	33,500	8	"	Savannah.	1887	....	New York, N. Haven & Hartford:						
Mobile and Montgomery:							1st Mort. (Hartford & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
Mobile and Ohio:							1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mobile & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	Mobile.	76-83	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1896	....
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	3d Mort., Equipment.....	3,500,000	7	.....	"	....	....
2d Mortgage.....	1,453,868	8	March.	"	1877	....	1st Mort. (West. Extension).....	2,425,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	7	Jan. & July.	N. Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....	....
Convertible 9 per cent. bonds.....	977,560	8	M. J. S. & D.	New York.	....	New York, Providence & Boston:							
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	78,000	6	Feb. & Aug.	New York.	1878	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-81	....
2d Mortgage.....	780,000	7	"	"	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Income Mortgage.....	888,400	7	"	"	....	Norfolk & Petersburg (A. M. & O.):							
Montgomery and Erie (Erie):						1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	86	
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	84
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	70
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.....	232,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							3d Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	99 1/2
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	116	North Pennsylvania:						
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	107
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	....	2d Mortgage.....	1,500,000	6	May & Nov.	"	1896	112
Construction bonds.....	675,000	7	Feb. and Aug.	"	1889	100	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	107
Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	100	North Shore (Flush., N.E. & Cent):						
Special Mortgage.....	1,025,000	7	"	"	1915	90	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	90	Northern Central:						
Nashville, Chattanooga & St. Louis:							1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-83	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	105 1/2
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	781-91	....	3d Mortgage Coupon.....	1,124,000	6	April & Oct.	Phila. & Balt.	1900	100 1/2
New Mortgage.....	4,700,000	7	"	"	1913	32 1/2	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	96
Nashville and Decatur (L. & Nash.):							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	92	Consol. General Mort. S. F.	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold.....	208,000	6*	April & Oct.	Nashville.	1887	....	Second General Mort. coupon...	3,000,000	6	"	Baltimore.	1926	....
Nashua and Lowell:							Second General Mort. coupon...	1,000,000	6	"	"	1926	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	102	Northern New Jersey (Erie):						
Newark & New York (C. of N.J.):							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mort. on R.R. & lands gold...	30,097,600	7 3/4	Jan. & July.	New York.	1900	11 1/2
Newark, Somerset & Stratsville:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage gold.....	890,000	7*	May & Nov.	New York.	1889	98	Northwestern Union (C. & N.W.):						
New Bedford:							1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Norwich & Worcester (B. H. & E.):						
New Issue for \$360,000.....	400,000	7	"	"	1894	105	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Derby:							Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
1st Mortgage.....	525,000	7	Various.	New Haven.	98-100	....	Nyack and Northern:						
New H. Middle'n & Willman:							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Ogdensburg and Lake Champlain:						
2d Mortgage.....	2,000,000	7	"	"	1881	....	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	95
New Haven and Northampton:							Equipment Mortgage.....	200,000	8	"	"	1879	95
1st Mortgage.....	1,000,000	6	Jan. &										

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	86	Mortgage Loan, convertible....	285,000	6	Jan. & July.	Phila. & Bost.	1884	108
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	"	1887	
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	"	"	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	"	"	1900	
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	...	....	1st Mort. (Staub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	85
Ozage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1880	71 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1911	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Jan. & July.	New York.	1912	11
Oswego and Rome (E. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	880,000	7	Jan. & July.	"	1912	111
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	880,000	7	March & Sept.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	880,000	7	April & Oct.	"	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	880,000	7	May & Nov.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	98	2d Mortgage (Series M).....	880,000	7	June & Dec.	"	1912	....
2d Mortgage sinking fund.....	2,550,000	7	Jan. & July.	"	1891	91	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	100
3d Mortgage.....	4,000,000	7	May & Nov.	"	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	"	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash'ton & Baltimore:						
1st Mortgage gold for \$2,905,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	101 1/2
Panama:							2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
General Mortgage, stg £597,800.	2,889,330	7	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1888	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,800,000.....	30,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Ind. & Decatur (TW & W):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1890	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	80	Portland & Ogdensb. (Me. & N.H.):						
Pemberton & Hights, (UC of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	11
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	"	"	1900	....	Portland and Oxford Central:						
Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	107	1st Mortgage (equal lien).....	190,000	7	April & Oct.	"	1887	....
General Mortgage, registered.							2d Mort. (Portland Loan).....	398,500	6	Mar. & Sept.	"	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1910	108 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	1917-90	91	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1890	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	"	"	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	45
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	1st Mort. gold, conv. & tax free.....	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							78,000	7	"	"	"	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1898	109	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Peoria & Bureau Val (C.R.I. & P.):							Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee.	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T., W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	7
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	10 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	9
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	241,500	8	Jan. & July.	New York.	179-93	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	11 1/2
2d Mortgage.....	500,000	8	"	"	1902	....	3d Mortgage.....	150,000	7	March & Sept.	New York.	1890	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	May and Nov.	"	1890	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	509,000	7	Jan. & July.	"	1894	....
Philadelphia and Baltimore Cent.:							Consol. Mort. for \$2,000,000.....	1,785,500	7	May and Nov.	"	1921	9 1/2
1st Mortgage (Penn. Div. 364 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	.....	"	....	....
1st Mortgage (Md. Div. 91 m.)	300,000	6	"	"	1891	....	Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	Virginia State Loan, skg fund.....	600,000	6	Jan. & July.	Richmond.	1880	....
Philadelphia and Erie (Penn.):							Virginia State guar. bonds.....	157,500	6	"	"	1875	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	1st Mort. (Peldmont Branch).....	500,000	8	.....	"	1888	....
1st Mortgage.....	5,000,000	6	"	"	1881	104 1/2	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
2d Mortgage.....	3,000,000	6	Jan. & July.	"	1888	96 1/2	Consolidated Mortgage.....	1,768,000	6	May and Nov.	New York.	175-90	7 1/2
General Mort. for \$20,000,000....	7,652,000	6 1/2	"	Phil. or Lond.	1920	....	Rich., Frederickburg & Potomac:						
Philadelphia and Reading:							Sterling Loan.....	67,777	6 1/2	Jan. & July.	London.	1875	....
Loan of 1889, debenture.....	1,138,400	6	Jan. & July.	Philadelphia.	1893	48	Dollar Loan.....	175,428	7	"	Richmond.	1875	....
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	"	"	1880	103	Dollar Loan, Coupon.....	450,000	8	"	"	1881	....
Mortgage Loan of 1888.....	2,700,000	7	Apr. and Oct.	"	1893	108	Dollar Loan.....	124,489	6	various.	"	1875	....
Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....	Richmond and Petersburg:						
Mortgage Loan of 1843 stg.....	967,200	6 1/2	"	"	1880	....	1st Mortgage (Coupon).....	175,000	8	Apr. and Oct.	Richmond.	180-80	....
Mortgage Loan of 1836 stg.....	134,400	7 1/2	"	"	1877	....	New mortgage of 1875.....	31,000	7	May & Nov.	"	1915	....
Dollar coupon.....	7,300,000	7	June & Dec.	Philadelphia.	1911	102	Rockford, R. Island & St. Louis:						
Consolidated Dollar registered	3,358,000	7	"	"	1911	102	1st Mortgage tax free.....	9,000,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1913	....
Mortgage Gold or stg coupon.....	7,000,000	6 1/2	"	Phil. or Lond.	1911	....	1st Mortgage (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1890	10 1/2
June 1, 1871. Gold or stg reg.....	663,000	6 1/2	"	"	1911	....	2d Mortgage.....	460,000	7	Jan. & July.	"	1902	....
Dollar coupon.....	305,000	6 1/2	"	Philadelphia.	1911	....	General Mort. S. F.....	1,050,500	7	June & Dec.	"	1891	....
New debent. loan, conv.....	10,500,000	7	Jan. & July.	"	1893	57	Consol. Mort. conv. till 1879....	3,000,000	7	Apr. and Oct.	"	1904	5
New Improvement Mort. Loan.	9,588,000	6 1/2	Apr. and Oct.	Phil. or Lond.	1897	....	Rutland (Cent. Vt. & Vt. & Can.):						
Gen'l Mort. stg. S.F. (\$80,000,000)	9,900,000	6 1/2	Jan. & July.	"	1908	....	Equipment Mortgage, tax free.....	500,000	7	May and Nov.	Boston.	1890	4
Mort. (Coal and Iron Co.) guar.	13,192,500	7	Various.	"	1892	....	Equipment Mortgage.....	500,000	8	March & Sept.	"	1890	....
Pittsburg, Titusville & Buffalo:							General Mort.....	1,200,000	8	May and Nov.	"	1903	....
1st mortgage.....	1,155,000	7	Feb. & Aug.	Philadelphia.	1896	59							
Funding Income.....	300,000	7	"	"	1896	....						

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	348,900	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,867	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,600	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	98,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	65,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W. Dyland grant, g'd tax fr	5,500,000	8*	"	"	1900	....	2d Mort.	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	110	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	110	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84	Sterling Mort., guar. by L. & N.	21,038,000	6*	May & Nov.	London.	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. and Pac.)						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	70	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	78
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	90
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	96	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	70	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	85
1st Mort. L.G. (Arkansas R.R.)	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	88
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	85
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,928,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & Northern							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. I.						
Real estate & 2d M. for \$3,000,000	992,000	7	March & Sept.	"	1899	....	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hon. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Cent. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscooge) conv..	300,000	7	"	"	'72-'76	....
St. Paul and Iowa Southwestern:							Spartanburg and Union:						
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (" do.) R. R. & Lands.	8,500,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stantead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Sullivan (Central Verm.):						
Sand. Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	....	Sullivan and Erie:						
Saratoga & Whitehall (R. & E.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie June. (E.):						
Funded Interest bonds, guar....	111,800	7	"	New York.	1889	....	1st Mortgage.....	1,000,000	7	"	New York.	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Tebos and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000....	516,000	7	"	"	1894	....
Seima and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, \$5,000 per mile....	3,555,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
Seima, Marion and Memphis:							Consolidated Mortgage.....	754,000	6*	June & Dec.	"	1905	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	40
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	86
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
Shesboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$3,200,000....						

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	80
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1890	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1906	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	103	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	103	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	94	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	82
Omaha Bridge Bonds Sterling.....	2,219,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	96
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Com:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan £369,200 (U. Co's)	1,846,000	5a	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan £360,000 (")	1,800,000	5a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (C. & A.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	80
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	102	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	81
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	67
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7a	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	32
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	"	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	82
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.C. & N.):						
1st Mortgage.....	600	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
3d Mortgage.....	990,000	8	March & Sept.	"	1884	80	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	102
5th Mortgage.....	969,000	8	Jan. and July.	"	1875	....	regis- 2d series, July 1, 1889	3,600,000	7	Jan. and July.	"	1884	99
Registered Certificates.....	54,191	8	Jan. and July.	"	1875	....	tered. 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	90
Funded Interest.....	226,900	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	101
Wallkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	94
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,560	6	"	"	1882	96
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Loan, gold.....	771,000	6a	March & Sept.	"	1894	88
Warren & Franklin (F. T. & B.):							1st Mortgage, registered.....	5,381,953	6	J. A. J. & O.	"	1884	104
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,968,500	6a	June & Dec.	"	1897	86
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,118,000	7	"	"	1911	20
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	70	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	"	"	1891	....	Morris (and Banking):						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	89	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. " " " "	1,200,000	6	Jan. and July.	"	1875	70	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
3d Mort. " " " "	600,000	8	May and Nov.	"	1873	60	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
4th Mort. " " " "	700,000	8	March & Sept.	"	1880	33	Pennsylvania:						
Funded Coupons (do.)	722,664	....	"	"	....	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	60
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage (W. Val. Can.)...	600,000	6	"	"	1878	....
Virginia State Loan.....	249,962												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See services ("), occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Abstract of General Balance Sheet.																								
Year ending	Main Line	Branch Line	2d Track and Sidings	Railroad in progress	Engines	Cars	Freight	Pass.	Property and Assets			Liabilities			Railroad Operated			Operations			Earnings			Value of Shares
									Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	M.	M.	Trains Moved	Passenger	Freight	Gross	Net	Dividends	
Sept. 30, 1876	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Oct. 31, 1876	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Nov. 30, 1876	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Dec. 31, 1876	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jan. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Feb. 28, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Mar. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Apr. 30, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
May 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jun. 30, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jul. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Aug. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Sept. 30, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Oct. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Nov. 30, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Dec. 31, 1877	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jan. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Feb. 28, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Mar. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Apr. 30, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
May 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jun. 30, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jul. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Aug. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Sept. 30, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Oct. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Nov. 30, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Dec. 31, 1878	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jan. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Feb. 28, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Mar. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Apr. 30, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
May 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jun. 30, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jul. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Aug. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Sept. 30, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Oct. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Nov. 30, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Dec. 31, 1879	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Jan. 31, 1880	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Feb. 28, 1880	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,000,000	942.5	19,697	417	5,052,555	6,239,943	17,677,746	166,600	106,600	100	50
Mar. 31, 1880	75.7	78.8	44.7	4.5	461	265	6	1	63	11,874	2,264,000	332,000	1,000,000	1,										

Dec. 31, 1876	540,449.4	602.5	1,425,159,111	L. S. & Mich. S. N. Y. P. O. Mich., Ind. & Ill.	70,435,603	4,967,538	1,664,637	50,000,000	37,524,000	1,633,719	2,288,768	1,768.81	775,693	3,119,623	5,635,167	13,949,177	1,401,666	3,107,663	283,194	340,069	136,017	152,604	162,300	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1	101.1</
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

occurs: "the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "Not ascertained."*

[illegible]

Philadelphia Stock Exchange.
Closing Prices for the week ending Sept.

W. 19. Th. 20. F. 21. Sat. 22. M. 24.

W. 19. Tb. 20. F. 21. Sat. 22. M. 24. Tu. 25.

Allegheeny Val. 7 3-10s.				107	
7s, Income.	40				
Camden & Am. 6s, 1888.					
6s, 1889.					
Mort. 6s, 1889.	111				
Camden and Atlantic			18		
Preferred.					
1st mortgage.					
2d mortgage.					
Catawissa					
Preferred.					
New preferred.	29	29	29		
7s, new.					101
Del. & Bound Brook					
7s.					
Elmira & Williamsport					
Preferred.					
7s.					
Hunt. & B. Top Mt.	2				
Preferred.		5			
2d mortgage.					
Lehigh Navigation	20	10	10	10	
6s, 1884.		104			
Gold Loan.			88	x	
Railroad Loan.					304
Conv. Gold Loan.					
Lehigh Valley	39	39	39	39	40
6s, new, coupon.					40
6s, new, registered.					
7s.	111				
Consol. mort. 6s.	94				
Little Schuylkill					
Minehill & Sch. Haven.					
North Pennsylvania	39		39		
1st mortgage 6s.	106			107	
2d mortgage 7s.				112	112
Gen'l mort. 7s, coup.					
Gen'l Mort. 7s, reg.					
Northern Central.					
Pennsylvania R. R.	29	29	29	29	29
1st mortgage.	166				
Gen'l mortgage.	107				
Gen'l mort. reg.					91
Consol. mort. 5s, reg.					
Penn. & N. Y. Canal 7s.					
Penn. State 6s. 2d series	102	102		102	102
do. 3d series	112			111	
do. 6s, new	108				108
Philadelphia City. 6s.					
6s, new.	118	118	118	118	118
Phila. and Reading.	17	17	17	16	17
Debenture bonds.				43	
7s, of 1893.					
7s, new convertible.	57				
Gen'l mortgage 7s.	102	102		102	
Gen'l mortgage, reg.					
Philadelphia and Erie.	9	10	10	10	10
1st mortgage, 6s.					
2d mortgage, 7s.					
Pittsb., Cin. & St. L. 7s.	71	71			71
Pittsb., Titusv. & Buff.	8	8		8	8
7s.	55	55	55		
Schuylkill Navigation					
Preferred.					
6s, 1872.	90				
6s, 1882.		60		60	
6s, 1895.					
United Co. of N. Jersey	130	120	127	x	127
Hestonville, (Horse).	12	13	12	12	127
Chestnut & Wal. (do.).					
Germantown (do.).					
Green and Cones (do.).					
Lombard & S'th. (do.).					13
2d and 3d streets (do.).					
Spruce and Pine (do.).					
13th and 15th sts (do.).					

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 25.

W.19.Tb.20.F.21. Sat.22.M.24.Tu.25.

Baltimore and Ohio .. 115	109	110	110
6s, 1880			
6s, 1885			
Central Ohio			
1st mortgage	101		
Marietta & Cincinnati			
1st mortgage, 7s	96	96	
2d mortgage, 7s	50	50	47
3d mortgage, 8s	21	21	19
Northern Central	10		10
2d mortgage, 6s 1885		106	
3d mortgage, 6s, 1900			
6s, 1900, Gold	96		96
Orange and Alex. 1st			
2d mortgage, 6s	70		
3d mortgage, 8s			
4th mortgage, 8s			
O., Alex. & Manassas 7s 70			
Pittsb. & Connellsv. 7s	101	101	101
Virginia 6s, Consol	62	62	62
Consol. Coupons	82	82	84
Deferred Certificates		6	
Western Maryland			
1st M., end. by Balt.			
2d M., do.			
3d M., do.			
1st M., unendorsed			
2d M., end. Wash. Co.			
2d Mort., preferred			
City Passenger R. R.			

New York Stock Exchange.

Closing Prices for the week ending Sept. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
Adams Express.....	99	98	95	95	95	95
Albany and Susq.....	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	.....
American Express.....	52	52	52	52	52	52
Am. Dock and Imp. 7s.....	.....	.....	.....	.....	.....	.....
Atlantic & Pacific Tel.....	20	20	20	20	20	20
Bost., Hart. & Erie 1st. 13	13	13	13	13	13	13
Burl., C. R. & Nor. 1st.....	60	59	59	59	59	59
Central of N. Jersey 18	18	17	17	17	17	17
1st mortgage, new.....	.....	.....	.....	.....	.....	.....
7s, consolidated.....	69	110	110	110	110	110
7s, convertible.....	64	63	63	64	64	64
Central Pacific 6s, gold.....	105	105	104	105	105	105
1st M. (San Joaquin).....	89	88	88	88	88	88
1st M. (Cal. and Or.).....	.....	.....	.....	.....	.....	.....
Land grant 6s.....	84	85	85	85	85	85
Chicago and Alton.....	115	102	102	102	102	102
1st mortgage.....	.....	.....	.....	.....	.....	.....
Sinking Fund.....	.....	.....	.....	.....	.....	.....
Income bonds.....	.....	.....	.....	.....	.....	.....
Chic. Burl. & Quincy 101	102	101	101	101	101	101
7s, Consol. 1905.....	109	109	109	109	109	109
6s, 1883.....	115	115	115	115	115	115
Chic. & Milwaukee 1st. 10	34	34	34	34	34	34
Chic., Mil. and St. Paul. 36	70	71	71	71	71	71
Preferred.....	114	114	114	114	114	114
1st mortgage, 8s.....	97	97	97	97	97	97
2d mortgage, 7 1/2-10s.....	96	96	96	96	96	96
7s, gold.....	103	103	102	103	103	103
1st M. (La Crosse div. 103	91	91	91	91	91	91
1st M. (I. and M. div.) 91	.....	.....	.....	.....	.....	.....
1st M. (I. and D. div.).....	.....	.....	.....	.....	.....	.....
1st M. (H. & D. div.).....	.....	.....	.....	.....	.....	.....
1st M. (C. & M. div.).....	.....	.....	.....	.....	.....	.....
Consolidated S. F. 50	89	89	89	89	89	89
Chic. & Northwestern 36	35	35	35	37	37	37
Preferred.....	62	62	62	63	63	63
1st mortgage.....	.....	.....	.....	.....	.....	.....
Sinking Fund.....	.....	.....	.....	.....	.....	.....
Consolidated 7s.....	102	102	102	102	102	102
Consol. Gold bonds.....	92	92	91	91	91	91
Do. reg.....	.....	.....	.....	.....	.....	.....
Chic., Rock Isl. & Pac. 102	101	101	101	101	101	101
7s, 1890.....	105	105	105	105	105	105
6s, S. F.....	105	105	104	105	105	105
6s, 1917.....	105	105	104	105	105	105
Olev., Col. C. and Ind. 40	39	38	38	38	38	38
1st mortgage.....	109	109	109	109	109	109
Olev. & Pittsburg guar. 83	82	82	82	82	82	82
7s, Consolidated.....	108	108	108	108	108	108
4th mortgage.....	.....	.....	.....	.....	.....	.....
Olev. P. and Ash. 7s.....	.....	.....	.....	.....	.....	.....
7s, new.....	31	31	31	31	31	31
Col., Chi., & Ind. Cent. 4	38	38	38	38	38	38
1st mortgage.....	12	12	12	12	12	12
2d mortgage.....	47	48	46	44	42	42
Del. & Hudson Canal. 49	100	100	99	99	99	99
Reg. 7s, 1891.....	101	101	101	101	101	101
Reg. 7s, 1884.....	50	51	49	49	47	47
7s, 1894.....	62	62	62	62	62	62
Del., Lack. & Western. 62	103	103	103	103	103	103
7s, Convertible.....	73	73	74	74	74	74
Det., Mon. & Tol. 1st.....	108	108	108	108	108	108
Det. of Columbia 3-6s.....	11	11	11	11	11	11
Erie Railway.....	101	101	101	101	101	101
Preferred.....	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102
3d mortgage.....	102	102	102	102	102	102
4th mortgage.....	102	102	102	102	102	102
5th mortgage.....	102	102	102	102	102	102
Great Western 1st mort. 92	72	72	72	72	72	72
2d mortgage.....	13	12	12	12	12	12
Hannibal & St. Joseph 13	31	29	27	27	27	27
Preferred.....	86	86	86	86	86	86
8s, Convertible.....	69	69	68	70	70	70
Hudson River 2d mort.....	69	69	68	70	70	70
Illinois Central.....	69	69	68	70	70	70
Kansas Pacific 1st mort.....	63	63	62	63	63	63
Lake Shore & Mich. So. 64	108	108	108	108	108	108
Consol. 7s.....	108	108	108	108	108	108
Consol. 7s, reg.....	108	108	108	108	108	108
2d Consolidated.....	108	108	108	108	108	108
Lake Shore Div. bonds.....	34	34	34	34	34	34
Leh. & W.B. 7s, Con. 34	86	86	86	86	86	86
Long Dock bonds.....	60	60	59	58	58	58
L'ville & Nash. 7s Cons.....	105	105	105	105	105	105
Michigan Central.....	105	105	105	105	105	105
7s, 1902.....	114	114	114	114	114	114
8s, 1882.....	101	101	101	101	101	101
M. S. and N. I. 1st, S.F.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Morris and Essex.....	116	116	116	116	116	116
1st mortgage.....	100	100	100	100	100	100
7s of 1871.....	90	90	90	90	90	90
7s, Consolidated.....	101	101	101	101	101	101
N. Y. Cent. & Hud. Riv 102	101	101	101	101	101	101
7s, Sinking fund, 1876.....	105	105	105	105	105	105
6s, Sinking fund, 1883.....	105	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105	105
1st mortgage.....	142	142	142	142	142	142
1st mortgage reg.....	118	118	118	118	118	118
1st mortgage, reg.....	118	118	118	118	118	118

New York Stock Exchange.

Closing Prices for the week ending Sept. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26.
New Jersey.....	153	153	153	153	153	153
N. Y., N. Haven & Hart.....	100	100	99	99	99	99
North Missouri 1st M. 100	61	61	61	61	61	61
Ohio and Mississippi.....	12	13	13	14	14	14
Preferred.....	51	51	51	51	51	51
2d mortgage.....	94	94	94	94	94	94
Consolidated 7s.....	22	23	22	22	22	22
Consol. Sinking fund.....	98	98	98	98	98	98
Pacific Mail S. S. Co. 24	111	111	111	111	111	111
Pacific R. R. of Mo.....	91	91	91	91	91	91
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	91	91	91	91	91	91
Panama.....	112	112	112	112	112	112
Pitts., Ft. W. & Chi. 91	115	115	115	115	115	115
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	20	21	20	20	20	20
Quicksilver Mining Co. 20	35	35	34	34	34	34
Preferred.....	15	16	15	15	15	15
St. L., Alton and T. H.....	84	84	84	84	84	84
1st mortgage.....	7	7	7	7	7	7
2d mort. preferred.....	96	96	96	96	96	96
Income bonds.....	4	4	4	4	4	4
St. L., Iron Mt. & S'thu.....	25	25	26	27	27	27
1st mortgage.....	80	80	81	80	80	80
2d mortgage.....	67	67	67	67	67	67
St. L., Kan. City & N.....	104	104	104	104	104	104
Preferred.....	105	105	105	105	105	105
Tol., P. & W. 1st E.D.....	94	94	95	94	94	94
1st mort., West. Div.....	48	48	48	48	48	48
Tol., Wab. & Western.....	83	83	83	83	83	83
Preferred.....	100	100	100	100	100	100
1st mortgage.....	78	78	78	78	78	78
2d mortgage.....	105	105	105	105	105	105
7s, Consolidated.....	80	80	80	80	80	80
St. Louis Division.....	69	69	69	69	69	69
Union Pacific.....	104	104	104	104	104	104
1st mortgage.....	105	105	105	105	105	105
Land Grant 7s.....	94	94	95	94	94	94
Sinking Fund 8s.....	48	48	48	48	48	48
United States Express.....	83	83	83	83	83	83
Wells-Fargo Express.....	100	100	100	100	100	100
Western Pacific bonds.....	78	78	78	78	78	78
Western Union Tel.....	105	105	105	105	105	105
7s, S. F. conv., 1900.....	105	105	105	105	105	105

Boston Stock Exchange.

Closing Prices for the week ending Sept. 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26.						
Atch., Top. and Sap. Fe.....	122	122	122	122	122	122
1st mortgage.....	88	88	88	88	88	88
2d mortgage.....	53	53	52	53	53	53
Land Grant 7s.....	80	80	80	80	80	81
Income 12s.....	101	101	101	101	101	101
Boston and Albany.....	124	124	124	123	123	123
7s, reg.....	106	106	106	106	106	106
6s, 1895.....	70	70	70	70	70	70
Boston and Lowell.....	94	95	94	95	94	94
7s.....	120	120	120	120	120	120
Boston and Providence.....	12	12	12	12	12	12
Boston, Hart. & Erie 7s.....	2	2	2	2	2	2
Boston Water Power.....	105	105	105	105	105	105
Burl. & Mo. R. L. G. 7s.....	105	105	105	105	105	105
Burl. & Mo. R. in Neb.....	105	105	105	105	105	105
8s, old.....	105	105	105	105	105	105
8s, new.....	105	105	105	105	105	105
Chi., Burl. and Quincy 101	89	89	89	89	89	89
7s.....	2	2	2	2	2	2
6s, new.....	80	80	80	80	80	80
Cin., Sand. and Cleve.....	4	4	4	4	4	4
Concord (\$50).....	50	50	50	50	50	50
Connecticut River.....	104	104	104	104	104	104
Eastern.....	86	86	86	86	86	86
Scrip.....	102	102	102	102	102	102
New 3/4 Bonds.....	80	80	80	80	80	80
Fitchburg.....	80	80	80	80	80	80
Ind., Cin. & Lafayette.....	80	80	80	80	80	80
Kan. C. Top. & West.....	80	80	80	80	80	80
1st mortgage.....	80	80	80	80	80	80
Michigan Central.....	80	80	80	80	80	80
Nashua and Lowell.....	80	80	80	80	80	80
Northern, N. H.....	80	80	80	80	80	80
Norwich & Worcester.....	80	80	80	80	80	80
Ogden & Lake Champ.....	80	80	80	80	80	80
Preferred.....	80	80	80	80	80	80
Old Colony.....	80	80	80	80	80	80
7s.....	80	80	80	80	80	80
Ph. Wil. & Balt. (\$50).....	80	80	80	80	80	80
Portl'd, Saco & Ports.....	80	80	80	80	80	80
Pueblo & Ark. Val.....	80	80	80	80	80	80
7s.....	80	80	80	80	80	80
Pullman Palace Car....	80	80	80	80	80	80
Union Pacific.....	80	80	80	80	80	80
6s.....	102	102	102	102	102	102
Land Grant 7s.....	93	93	94	94	94	94
Sinking Fund 8s.....	93	93	94	94	94	94
Vermont and Canada.....	100	100	100	100	100	100
Vermont and Mass.....	100	100	100	100	100	100
Worcester and Nashua.....	100	100	100	100	100	100
Cambridge (Horse).....	100	100	100	100	100	100
Metropolitan (").....	100	100	100	100	100	100
Middlesex (").....	100	100	100	100	100	100
Central Mining Co.....	100	100	100	100	100	100
Calumet and Hecla.....	175	175	175	175	175	175
Copper Falls.....	4	4	4	4	4	4
Franklin.....	4	4	4	4	4	4
Quincy.....	88	88	88	88	88	88

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$15,022,244; special deposit of legal tenders for the redemption of certificates of deposit, \$53,920,000; Coin, \$110,829,577, including of Coin certificates, \$39,833,100.

The Controller of the Currency is credited with the remark that the additional circulation of national bank notes issued during the present month will not be less than \$1,000,000, and the indications are that a much larger amount will be issued during the months of October and November, for the purpose of supplying banks with currency necessary for the movement of the crops.

The outstanding amount of legal tender notes is \$357,976,164. The National bank circulation is now \$315,531,214 of currency notes and \$1,432,120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,353,000.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$44,316,679, against \$45,380,815 the preceding Wednesday; and a coin hoard of \$98,958,884, against \$90,731,886 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,132,867.

Government securities have been in rather better demand on investment account, without any very remarkable alterations in values. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 121@122; do. 6s, 1881, registered, 109½@109¾; do. coupon, 110½@110¾; do. 1865, new, registered, 105½@105¾; do. coupon, 105½@105¾; do. 1867, registered, 107¼@107¾; do. coupon, 107¾@107¾; do. 1868, registered, 109¼@109¾; do. coupon, 109¼@109¾; do. ten-forties registered, 107@107¾; do. coupon, 108@108¾; do. five per cents, 1881, registered, 107½@107¾; do. coupon, 107½@107¾; do. 4½ per cents, 1891, registered, 105½@105¾; do. coupon, 105½@105¾; do. 4 per cents, 1907, reg., 101½@101¾; Central Pacific Gold Bonds, 105½@106.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$337,776,750, and \$15,203,000 as security for public deposits.

Less activity has been noted in State Bonds, prices of which have fluctuated considerably, closing irregularly. A moderate business has been noted in the better class of Railway Mortgages which have been unsettled in price, on a more liberal offering of the several loans. And in the line of Railway and Miscellaneous share property the week's business has been on a restricted scale, with prices showing more or less of depression, under speculative manipulations, leaving off, however, more firmly for the favorites of the railway share list, especially of the Western interest, though quite heavily and irregular in the coal carrying connection.

The interest on \$65,000,000 four per cent funding bonds maturing on the 1st of October will be paid from the National Treasury on that date.

Gold has been devoid of notable animation, and measurably free from serious disturbance in price. The speculative movement has been very

tame. The customs call has been moderate for the season. The extremes of the price during the week have been 103@103¾, closing at 103½, as against 103½ on Wednesday of the preceding week. The specie outflow last week was only \$221,911, making the total exports of specie hence since January 1, \$22,653,357, against \$40,448,900 the same time in the preceding year. The imports of specie at this port last week were \$705,312, and since January 1st have been \$11,413,445, as against \$4,031,269 same time last year. The Customs demand for gold last week averaged \$355,670 per day.

Foreign Exchange has been in generally moderate request, closing rather easier in price, influenced in part by the more favorable financial advices from London. Bankers' sixty day bills on London closed on Wednesday at \$4 82@4 82½; sight bills on London at \$4 86¼@4 86¾ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,400,123 as against \$6,365,551 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,788,917 of Dry Goods, and \$4,611,216 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the very liberal aggregate of \$7,427,911, against \$5,550,475 same week in 1876.

The income of the Government from internal revenues last week was about 2¾ millions, and from Customs last week about 2¾ millions.

An active movement has been reported in most kinds of domestic produce during the week, especially in Breadstuffs, Cotton, Provisions and Petroleum, with prices, however, showing irregularity; Breadstuffs and Provisions leaving off weak, and Cotton and Petroleum buoyantly. The export dealings in Cotton have been fair, partly for Russian Baltic ports. Foreign merchandise has been in generally good demand at comparatively steady rates. Sugars receded slightly. Molasses advanced.

A fair inquiry has been noted for a few specialties in the Metal line, but the general market has been comparatively quiet. Eglington Pig Iron quoted at \$24@24 50; Glengarnock \$25@25 50; Coltness \$26@27; No. 1 American Pig at \$18@18 50; No. 2 do. at \$17@17 50. Forge \$16@17; American Rails at works \$35@38. Old Rails \$18@19. Wrought Scrap \$22@24. Steel Rails, on the basis of \$45@48 at the mills. Ingot Copper in fair request on the basis of 18@18½ for large lots, and, at the close, at 18½ for smaller amounts, for early delivery.

More animation has been reported in Hardware, Boots and Shoes and Dry Goods which have been generally quoted firm.

Ocean freights have shown rather less firmness, in the line of berth rates, on a freer offering of accommodation, with a fair demand noted for room at the modified figures. In the chartering line, business has been less active, checked by the scarcity of tonnage, and full rates asked by ship-owners. Liverpool steamer rates at the close for Grain, quoted at 8½d. Provisions, 35s.@50s.; Tallow, 32s.@35.; Leather, 50s. Measurement Goods at 20s.@26s. per ton; Cotton, 4d. per lb., Tobacco 35s.@40s. Liverpool, by sail. Cotton, 4d.; Grain, 8½d. Oil Cake 17s. 6d.@20s.; Measurement

Goods 15s.@20s.; Tobacco 20s. 8d.@32s. 6d.; Grain rates on charter hence for Cork and orders left off at 7s. 6d.@8s.; for the Continent at 7s. 6d.@8s.; and from Baltimore for Cork and orders, 7s. 3d.@7s. 6d. and from Philadelphia at 7s. 3d.@7s. 6d. per quarter. Refined Petroleum hence for Cork and orders, 5s. 3d.@5s. 7½d.; for the Continent, 4s. 6d.@5s. 3d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York Elevated R. R. 1st mort., 68¼; Canada Southern 1st mort., coupon on, 59; Chesapeake and Ohio R. R. 1st mort. coupon on, 23; Buffalo, New York and Erie Renewal bonds, 1916, 107; Toledo, Canada Southern and Detroit 1st mort., 40; Galena and Chicago 1st mort., 105; Winona and St. Peter 1st mort., 81¼; Nashville, Chattanooga and St. Louis 1st mort., 82½; Quincy and Toledo 1st mort., 71; Nashville and Decatur 1st mort., 92; Wabash Pur. Com. Receipts, 12½; Missouri, Kansas and Texas R. R., 6¼; do. consol. S. F. 7s, assented, 57½; Dubuque and Sioux City R. R., 52; Kansas Pacific R. R., 2¾; Reusselaer and Saratoga R. R., 100; Ontario Silver Mining, 22½; Louisiana 7s, consol., 81¼; Tennessee 6s, old, 42½; do. new, 42½; do. new series, 41½; Arkansas 7s, R. R., 6¾; Missouri 6s, 1878, 101¼; do. 6s, long bonds, 106¼; Virginia 6s, ex mat. coupon, 62; W. Va. def. certif., 6; Michigan 6s, 1878, 101¼. The latest quotations are: Adams Exp., 95@96½; American Exp., 52½@53; Atlantic and Pacific Telegraph, 20@21; Central Railroad of New Jersey, 17@17½; Chicago, Burlington and Quincy, 101¾@—; Chicago and Alton, 85@—; do. pref., 102@—; Chicago and Northwestern, 37¾@37¾; do. pref., 63¾@63¾; Chicago, Milwaukee and St. Paul, 36¾@36¾; do. pref., 72¼@72¼; Chicago, Rock Island and Pacific, 101¾@101¾; Cleveland, Columbus, Cincinnati and Indianapolis, 38@—; Cleveland and Pittsburgh, 82¼@83¼; Columbus, Chicago and Indiana Central, 3¾@3¾; Delaware and Hudson Canal, 43@43½; Delaware, Lackawanna and Western, 47½@47¾; Erie, 10¾@10¾; do. pref., 21@—; Hannibal and St. Joseph, 12@12¼; do. pref., 26¾@27; Illinois Central, 70¼@71; Lake Shore and Michigan Southern, 63¾@63¾; Michigan Central, 58¾@58¾; Morris and Essex, 74@74¼; N. Y. Central and Hudson River, 100¾@101; New York and Harlem, 141@142½; Ohio and Miss., 7@7¾; Pacific Mail, 22¼@22¾; Panama, 112@112; Pittsburg, Ft. Wayne and Chicago, 91¼@92; Quicksilver, 20¼@21; do. pref., 35¼@36; St. Louis, Iron Mountain, and Southern, 6¾@—; St. Louis, Kansas City, and Northern 5¼@—; do. pref., 27@—; Union Pacific 67@67¾; U. S. Express, 47@48; Wells-Fargo Express, 83@84; Western Union Telegraph, 78½@78¾; Wabash, 12½@13.

Philadelphia.—Allegheny Valley R. R. 7s, 88; Hestonville R. R. 6s, 90; Philadelphia and Reading R. R. scrip, 70; Am. S. S. Co. 6s, 76; Huntingdon and Broad Top Mt. consol. 7s, 88; Stony Creek R. R. 7s, 103; Belvidere Delaware 3d mort., 100; Philadelphia, Germantown and Norristown R. R., 100; West Philadelphia R. R. (Saturday) 150; Northern Pacific R. R. pref., 12; Central Transp., 30; Cincinnati 7.30s, 104¼. The latest

quotations are: City 6s, 106½@—; do. free of tax, 113@118½; Pennsylvania State 6s, 2d series, 102¼@102½; do. 3d series, 111@112½; do. 6s, new loan, 108@108½; Philadelphia and Reading, 16½@17; do. Gen'l mort. 7s, coup., 101½@—; do. reg., 101¼@—; do. mort. 6s, 1880, 103½@—; do. 7s, new conv. 57@—; do. 7s, 1893, 108½@—; United New Jersey R. R. and Canal Co., 127¼@128½; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 25¼@29¾; do. 1st mort., 104¼@105½; do. gen'l mort. coupon, 106¾@107¼; do. reg., 109@109; do. consol. mort. 6s, reg., 90¼@91¼; Little Schuylkill R. R., 38@—; Morris Canal, —@50; do. pref., —@132; Susq. Canal, 5@6; do. 6s, 30@—; Schuylkill Nav., 3@—; do. pref., 7@8½; do. 6s, 1882, 60¼@—; do. 1872, 89@91; Elmira and Williamsport pref., 42¾@46; do. 7s, 100@104; do. 5s, 62@—; Lehigh Coal and Navigation, 19¾@19¾; do. 6s, 1884, 102@—; do. R. R. loan 104@105; do. Gold Loan, 88¼@88¼; North Pennsylvania, 39@39½; do. 6s, 107@107; do. 7s, 111¼@112¼; do. Gen'l mort. 7s, reg., 106½@107½; Philadelphia and Erie, 9½@10½; do. 6s, 104@—; do. 7s, 96@97; Minehill, 46@—; Catawissa 6@8; do. pref., 33@—; do. new pref., 29¼@30; do. 7s, 1900, 100½@102; Lehigh Valley, 40¾@41¼; do. 6s, new coupon, 108½@109½; do. reg., 108½@110; do. 7s, reg., 110¼@111½; do. consol. mort., 95@—; Fifth and Sixth streets (horse), 63@—; Second and Third, 67@—; Thirteenth and Fifteenth, 35@—; Spruce and Pine, 25@27; Green and Coates, 35@40; Chestnut and Walnut, 52½@—; Hestonville, 11½@—; Germantown, 45@50; Union, 70@80; Lombard and South, 11@—; Ridge Avenue 46@—.

Baltimore.—South Side (Va.) R. R. 3d mort., 55; Wilmington, Columbia and Augusta 7s, 30; Canton 6s, gold, 89; Union R. R. 6s, end., 103; Baltimore and Ohio R. R. 1st pref., 103; do. 2d pref., 99½; Baltimore City new 5s, 102¼; do. 6s, 1884, 111; do. 1890, 111½; do. 1900, 112½; do. 1902, new, 112½; Maryland Defense 6s, 111; Virginia Peellers, 41. The latest quotations are: Cincinnati and Baltimore, 7s, —@100; Wilmington and Weldon 7s, 101@—; Wilmington, Columbia and Augusta 7s, 30@33; Richmond and Danville 1st mort., 73@76; Pittsburgh and Connellsville 7s, 1898, 101@101½; Baltimore and Ohio, 110¼@110½; do. 1st pref., 102¾@105; do. 2d pref., 99@100; do. 6s, 1880, 102¼@105; do. 1885, 107@—; Northern Central, 15¾@16¼; do. 6s, 1885, 105@105½; do. 6s, 1900, 102¾@—; do. 6s, 1900, gold, 95¾@97; Marietta and Cincinnati 1st mort. 7s, 1892, 95@97; do. 2d mort. 7s, 50@51½; do. 3d mort. 8s, 20¾@21¼; Central Ohio, 25@31; do. pref. 85@44; do. 1st mort., 101@101½; Western Maryland 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 108@—; do. 2d mort. guar., 108@—; do. 3d mort. guar., 108@112; do. 2d mort. pref., 63¾@70; do. 2d mort., guar. by Washington Co., 101@—; Virginia and Tennessee 2d mort. 6s, 84¾@85¼; do. 3d mort. 8s, 85¼@90; Orange and Alexandria 1st mort. 6s, 81@90; do. 2d mort. 6s, 65@75; do. 3d mort. 8s, 45@55; do. 4th mort. 20½@40; Orange, Alex. and Manas as 7s, 70@73; Baltimore 6s, 1884, —@112; do. 1886, 112@—; do. 1886, new, 110@111; do. 1890, 111½@112; do. 1900, 111@113; do. 1900, new, 112½@—; do. 1902, 113@—; do. 1902, new,

111½@113; do. 6s, exempt, 115@—; do. 1893, 112½@—; do. 1893, new, 111½@—; do. 5s, 100@101; do. 5s, new, 102¼@102¼; Maryland Defense 6s, 1888, 111@112; do. 6s, 1890, —@112; do. 6s, exempt, —@114¾; do. 5s, 98@—; Virginia consol. 6s, 62@62¼; do. 2d series, 42@44; Virginia Consol. coupons, 83¼@84; West Virginia def. certif., 5½@6; Baltimore City Passenger R. R., 33@—; Baltimore and Catonsville R. R., 12@—; George's Creek Coal, 95@—; Maryland Coal —@11; Atlantic Coal, 1.35@1.50; Canton Co., 20@26; do. gold 6s, 86@88; Santa Clara, 7@13; do. bonds, 25@—.

Boston.—Connecticut and Passumpsic Rivers R. R. 52; do. 7s, 1893, 104¼; do. 1881, 100½; Rutland pref., 8; do. 8s, 1902, 72; Cedar Rapids and Missouri River R. R., Iowa R. R. Land Co., 65¼; Berkshire R. R., 81; Portsmouth, Gt. Falls and Conway 7s, 48; Metropolitan R. R. 7s, 108; Lowell and Andover R. R. 6s, 1894, 101¾; Nashua and Rochester 6s, guar., 94; Boston and Maine 7s, 1894, 110; Boston and Lowell 7s, 1892, 108¼; Old Colony 7s, 1894, 110¼; Jackson, Lansing and Saginaw 8s, 1891, 60; Cheshire R. R., 6s, 1880, 98½; Cape Cod 7s, 1881, 105; Boston Land, 2¾; Cedar Rapids and Missouri River R. R. 7s, 1916, 100¼; Middlesex R. R. 8s, 1885, 111; Massachusetts 5s, 1890@1894, gold, 111; Maine 6s, 1889, 112½; St. Louis City 6s, 1891, 107½; do. 1887, 104¾; do. 1880, 102¼; Cleveland 6s, 1897, 107; St. Louis County 7s, 1885, 108; Boston 5s, 1906, gold, 111½; do. 6s, 1894, 105; Chicago 7s, 1892, 109¼; do. 1881, 104¼; San Francisco 7s, 1896, gold, 101½; Toledo 8s, 1880, 103½; do. 1889, 108; Duncan Silver Mining Co., 2; International, 26c.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, Sept. 27, 1877.

NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three Dollars and Fifty Cents per share, out of the net earnings of the year 1876, has been declared on the Preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, payable at the office of the company, No. 68 William-st., on the 16th day of October next, and that the transfer-books will be closed on the 1st day of October and reopened on the 17th day of October next.

JULIUS WADSWORTH, Vice-President.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the Central Pacific Railroad Co. (San Joaquin Valley Branch), and of the Land Bonds, due October 1, 1877, will be paid at the office of FISK & HATCH, No. 5 Nassau street.

C. P. HUNTINGTON, Vice-Pres't.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the Southern Pacific Railroad Co. (of California), due October 1, 1877, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine Streets, New York.

C. P. HUNTINGTON.

There have been \$1,100,000 subscribed, and \$400,000 more is needed, to complete the Pittsburg and Lake Erie Railroad. The contract for

the road has not yet been let, and will not be until all the stock is subscribed.

Progress of Railroad Construction.

The New Castle (Penn.) Ore Company has broken ground for a narrow gauge Railroad from that city to the great ore beds in the southeastern portion of Lawrence county. The road will be about eight miles long, and the intention is to finish it, if possible, the present year. The building of this road will insure the starting up of the idle furnaces, which will be a great advantage to the city and county, besides developing a vast quantity of mineral wealth.

A meeting was held at Kammerer, Washington Co., Penn., on the 18th inst., to consider the question of constructing a branch from the Pittsburgh, Castle Shannon and Washington Railroad, up the Monongahela Valley, via Kammerer, Beallsville to Millersboro', or some other point on the upper Monongahela.

Work is in active progress on the extension of the New Brunswick Railway, from Andover, N. B., to Grand Falls, on the St. John River, and this section is to be completed this season. A further extension from Grand Falls to Little Falls has been put under contract, to be finished next year.

Articles of association for the extension of the Utica and Black River Railroad, from Morristown to Ogdensburg, N. Y., have been filed with the Secretary of State at Albany. Work on the extension will be commenced immediately.

The Washington and Waynesburg (Penn.) Narrow Gauge Railroad has crossed the line of Washington and Green counties. The road will be completed between the middle of October and the first of November.

The survey of the Whitehaven Railway in Cape Breton, is to be proceeded with in October, and the work begun in 1878.

Work upon the Burlington, Monmouth and Illinois River Railroad will shortly be resumed.

The Albany Board of Trade have resolved in favor of the Boston project of a new railroad from the Hoosac tunnel to Schenectady, via Albany.

At a meeting of the directors of the St. Croix and Penobscot Railroad Co., at Calais, Me., on the 19th inst. it was voted to survey the route of the proposed extension of the road to Passumpsic, beginning operations on the 25th.

A Brattleboro', Vt., correspondent says that the Brattleboro' and Whitehall Railroad project looms into prominence again and there is prospect of an active winter campaign in its behalf. If business revives generally, as it promises to, the road ought to go through with little delay. Manchester and Dorset are now moving energetically in the matter of town aid, and those who are in position to know say that if Whitehall and Granville do their duty every town on the line will follow suit.

A preliminary survey has been made of the route for a narrow gauge railroad to be constructed between Napa City, Cal., and Monticello, showing that the distance would be about thirty-five miles, and the deepest cut on the road twenty feet. The estimated cost is \$250,000.

The North Shore Railway, intended to connect Montreal and Quebec, via the North Shore of the St. Lawrence, is nearly completed from Quebec to a point about opposite Berrel.

Decisions of the Court of Appeals in the Elevated Railroad Cases.

The following decisions were rendered by the New York Court of Appeals at Albany on the 18th Inst.:

The Gilbert Elevated Railroad Company, respondent, vs. Catherine M. Kobbe, appellant; the Gilbert Elevated Railroad Company vs. Anderson et al.—Church, Chief Justice.—These appeals are from orders appointing Commissioners to appraise damages in proceedings to condemn lands for the purpose of the respondent's road. The proposed route lies through South Fifth Avenue, in the City of New York. The fee of the street opposite their premises is in the appellants' and not in the city. Several points are presented, and have been exhaustively argued with great ability and ingenuity, and some of them are not free from difficulty. After as full an examination as I have been able to make, I have arrived at a conclusion upon the respective points made, which I shall proceed to state, with the reasons therefor, briefly, without attempting to elaborate the arguments in their support. Among the most material of these points is the proposition that the 36th section of the Rapid Transit act, so called, chapter 606 of the Laws of 1875, the first clause of which, it is alleged, was intended for the benefit of the respondent's corporation, is a violation of some of the provisions of the last series of amendments to the State Constitution, which took effect on the 1st day of January, 1875, before the passage of the act. These provisions are as follows:

The Legislature shall not pass a private or local bill in any of the following cases: Granting to any corporation, association, or individual, the right to lay down railroad tracks; granting to any corporation, association, or individual, any exclusive privilege, immunity, or franchise whatever. The Legislature is required to pass general laws in these cases, and prohibited from passing any law authorizing the construction or operation of a street railroad without the consent of one half in value of the property owners or the certificate of the Commissioners appointed by the Supreme Court.

It is important to understand the status of the Gilbert Company at the time of the passage of the Rapid Transit act, as it has a bearing upon the proper construction to be given to the act in its application to this company. Prior to the passage of this act, and before the amendments of 1875 took effect, under the successive acts of 1872, 1873, and 1874, the Gilbert Company became incorporated for the purpose of the construction and the operating of an elevated steam railroad. Two sets of Commissioners had, in pursuance of said acts, designated the routes over which the road was to be constructed, and the corporation was authorized in the fullest manner to occupy the streets and avenues designated for that purpose. Authority was also conferred to condemn lands under the power of eminent domain. The City authorities were prohibited from giving permission to any other person or corporation to do any of the acts which were authorized by the act to be done by this corporation, and were expressly enjoined to aid the corporation in carrying out the purposes of the laws. Thus it will be seen that at the time of the passage of the Rapid Transit act in 1875 the corporation was the grantee of the right to lay down tracks upon the elevated plan described in the charter, and had all the incidental powers necessary for that purpose. The charter had not been forfeited, nor had there been a failure to comply with the conditions imposed in respect to the time of building the road.

The Rapid Transit act authorized a comprehensive and independent system of rapid transit by elevated railroads through the City. It authorized the appointment of Commissioners by the Mayor to determine the necessity for such railways, to locate routes, fix upon the plan of construction, organize and put in operation a corporation with powers defined by the act, and then by the first clause of the 36th section, which is in controversy here, it provided that "whenever the route or

routes determined upon by said Commissioners coincide with the route or routes covered by the charter of an existing corporation formed for the purpose provided by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways upon fulfillment of the requirements and conditions imposed by said Commissioners as a corporation specially formed under this act. The Commissioners appointed for that purpose adopted the routes of the Gilbert Elevated Company, but required some changes in the form of the structure in a portion of the streets, from an arch covering the streets, supported by posts located at the curbs, as provided in the charter, to a structure supported by upright posts in the centre of the streets; and required a reduction of fare and the running of extra trains at half fare for the benefit of the laboring population, all of which has been assented to by the company." A point was also made that the commissioners made more radical changes of the structure from a tubular railway, to be operated in whole or in part by pneumatic power, to an open steam railway; but in the case of the Sixth Avenue Railroad Company against the Gilbert Company, the evidence and findings in which are incorporated into the papers, it is found that the charter contemplated an open railway to be operated by steam power, and such is, I think, the proper inference from the act itself and the facts proved, so that this point, whether important or not, may be regarded as out of the case. It is pertinent, also, to refer to the rule of constructions to be applied. Every presumption is in favor of the constitutionality of acts of the Legislature. An adverse doubtful construction is not sufficient to condemn an act; it is only in cases of a clear and substantial departure from the provisions of the fundamental law that courts will declare acts of the Legislature invalid. (55, N. Y.; 54, 50, N. Y.; 553, 14, Mass.; 340, 17, N. Y.; 235, 23, Weed.; 166.) There is a distinction in this respect between the State and Federal constitutions. The former grants to the State and Assembly all legislative power not prohibited by the latter or excepted by the instrument itself. The latter grants to Congress specific powers only; hence the exercise of a legislative power by the State Legislature will be presumed constitutional under the general grant of power, and will be sustained unless brought clearly within some of the exceptions, while a similar exercise of power by Congress can only be justified by an affirmative grant embracing the specific power exercised.

Assuming that "the corporation having coincident route or routes" specified in the thirty-sixth section of the Rapid Transit act was descriptive of and was intended to apply only to the Gilbert Company, the first question is, in view of the facts and rule of construction referred to, whether the Legislature did by that act grant to the Gilbert Company the right to lay down railroad tracks, within the meaning of this clause. The right existed prior to the passage of the act, and that right the Legislature intended to protect. The act recognized in terms that the corporation was formed for the purpose provided by the act, which purpose was to build and operate an elevated steam railway in and through the streets of the city. The Legislature granted that right to the new corporation authorized to be created, but the company already possessing that right, whose route or routes were satisfactory to the Commissioners, was intended to be recognized and its powers confirmed. The changes required were restricted in character. By the charter the whole street was to be covered by the structure. By the conditions imposed only a portion of some streets could be occupied. The reduction of fares and the requirement for extra trains at half fare were clearly restrictions of existing rights. I cannot accede to the proposition that any change in the structure and in the manner of occupying the streets, however restrictive upon the company or beneficial to

the public in the use of the streets, constitutes a fresh grant of the right to lay down railroad tracks. It is a misnomer to call such restrictions grants of any right whatever. In my judgment, an act restricting and regulating an existing right to lay down railroad tracks is not a grant of that right within the meaning of this clause. It is not within the letter of the clause, nor within the evils at which the provision was aimed.

The next question is, whether the Rapid Transit act, "especially the thirty-sixth section," violates the other provision quoted prohibiting the Legislature, by a private or local bill, from "granting to any corporation, association, or individual, any exclusive privilege, immunity, or franchise whatever." It is not easy to understand precisely what was intended by this clause. It is difficult to construe this clause as meaning anything less than an absolute monopoly, but it is not deemed necessary to define its precise significance. It is sufficient to say that it has not been made clear that the clause was violated by the Rapid Transit act. No exclusive right or franchise was granted to the respondent corporation upon any construction of the clause. Every substantial right existed before the passage of the act. The Legislature evidently felt embarrassed by these provisions, and attempted to avoid all question in respect to them by passing a general act. The act is general in form at least, and probably as much so as the objects sought to be accomplished would permit. The objection that the consent of a majority of the owners of the certificate of the Supreme Court Commissioners must be obtained has no application to this corporation, or does the Rapid Transit act acquire such consents or certificates. Objection was made that the act of the Commissioners in designating the routes is void because the route designated crossed Broadway below Fifty-ninth street, which is forbidden by the Rapid Transit act, and on this point the court says: "I do not think that such exclusion would invalidate all the routes designated. The Commissioners are authorized to designate the route or routes for such railways, and it is not necessary that all the routes should coincide. The authority is co-extensive with the coincidence of the route. We think that this objection is not fatal to the rights of the respondents to an order to appraise appellant's damages to property in South Fifth avenue. The objection that the Rapid Transit act improperly delegates legislative power to the Commissioners is not tenable. The Legislature had the power to determine all the questions delegated to the local authorities, but there was no rule which forbids the Legislature referring such questions to a subordinate tribunal. The question of damages is not involved in these cases. To determine what particular occupation of the streets is to be deemed a legitimate public use involves important and delicate questions. Whether the structure contemplated to be built and operated will be an invasion of the property of the building owners in any of the streets, entitling them to some remedy for damages, or whether it will be regarded as a legitimate use of the streets for the benefit of the public, the inconvenience and annoyance of which private abutting ownership is subject to, cannot with propriety be adjudicated upon these appeals. The criticisms upon the terms of the order are not tenable. The order is to be construed in connection with the Constitution and statutes, and the appellants will be at liberty to claim any damages to which they are constitutionally and lawfully entitled. The order must be affirmed. All concur.

FOLGER, Justice.

The judgment in the case of the New York Elevated Railroad Company having adjudicated the constitutionality of the act of 1875 in all its parts, I yield to that judgment as the law of the land, and therefore concur in this.

Rappallo and Andrews, Justices concur on authority of the same case.

THE NEW YORK ELEVATED RAILROAD,

In the matter of the petition of the New York Elevated Railroad Company. John E. Parsons

and George F. Comstock for appellants, James Emott and A. J. Vanderpoel for respondents. Earl, Justice.

In the case of the New York Elevated Company the opinion of the court reviews the constitutional objections raised in the previous case, and also the objection based on taking private property without compensation, and concludes: "It is thus entirely clear that this company has all the authority conferred in the General Railroad act to take and acquire real estate for the purpose of its road by the special proceedings provided; and section 36 of the Rapid Transit act provides that the Elevated Railroad Company may construct the connecting routes with all the rights and like effect as though the same had been a part of the original route of such railway. Hence it seems to me that there is no room for doubt that ample provision is made for compensation for any property rights abutting owners may have in the streets, I conclude, therefore, that there are no constitutional objections which call for the reversal of the order appealed from."

After reviewing other objections, principally technical, the opinion says: "I have thus given careful consideration to all the objections to which our attention was called upon the argument of this case, and conclude that there are no constitutional objections to the Rapid Transit act, and no valid objections to the proceedings under the act, and that the order appealed from must be affirmed."

Church, Chief Judge, concurs.

Allen J., concurs. (See memorandum by Allen, J.)

Folger, J. dissents.

Andrews and Rapallo, J. J., dissent on the ground that no provision is made for compensation of abutting owners.

Order affirmed.

Queries and Replies.

Inquiries to be answered must be appropriate to the columns of the JOURNAL.

L. and A.—How long should a good stout steel driving tire last? Ans. It should run about 30,000 miles before becoming worn sufficiently to require turning down.

L. M. CUMMINGS.—We have a great deal of iron work to paint from time to time. Can you recommend any particular paint for preserving iron exposed to the weather? Ans. Pulverized oxides of iron, such as yellow and red iron ochres; or brown hematite iron ores finely ground; and simply mixed with linseed oil, and a dryer.

MOULDER.—Can you give me some information respecting Bronze and Bronzing? Ans. We refer you to Knights Mechanical Dictionary Vol. 1 Page 387. There are books that treat fully on this subject, although we cannot name them.

McDONALD.—What is the average speed of passenger and freight trains in England? Ans. Ordinary Passenger trains 30 to 35 miles per hour, express 40 to 50 miles per hour, freight 15 miles per hour. Higher speeds are common there, but are not maintained for any great length of time.

S. LATIMER.—What is the difference if any, between heat and caloric? Ans. The word heat implies the sensation experienced on touching a body hotter, or of a higher temperature; whilst the term caloric provides for the expression of every conceivable existence of temperature.

LOCOMOTIVE ENGINEER.—How can I find the heating surface of my locomotive boiler? Ans. Find the area in inches of the 4 sides and crown sheet of the fire box and deduct the area of the ends of the tubes and fire door ring included. The heating surface of tubes is ascertained by taking the circumference of a tube multiplied by

its length then by the number of tubes. The crown sheet is the most effective heating surface in boilers of the locomotive pattern. All the surface of tubes is not considered as effective, only two-thirds of the superficial area of the tubes is considered as effective heating surface.

F. H.—What is the shrinkage of iron in cooling? Ans. We suppose you mean cast iron, which shrinks from one eighty-fifth to one ninety-fifth of its length. Shrink rules are made for pattern makers. A common allowance is $\frac{1}{4}$ inch per foot for shrinkage. $\frac{1}{4}$ inch for two feet, etc.

BOOKS AND MAGAZINES.

Hand-Book of Modern Steam Fire Engines, including the running, care, and management of steam fire-engines and fire-pumps. With Illustrations. By Stephen Roper, Engineer, Author of "Roper's Catechism of High Pressure or Iron Condensing Steam Engines," "Roper's Hand-Book of the Locomotive," "Roper's Hand-Book of Land and Marine Engines," etc. Philadelphia: Claxton, Remsen & Haffelfinger, 624, 626 and 628 Market Street. 1876. Price \$2 50.

This work is original in design and intended chiefly for the use of manufacturers of steam fire-engines and those belonging to city fire departments. Like other works by the same author it contains much valuable information. The principles of hydraulics and hydraulic machines, and also the properties of fire, air, water, heat and steam are discussed in a manner that can be easily comprehended by those having charge of steam fire-engines. The steam fire-engines constructed by different makers are represented and described, besides, rules, calculations data, and details in modern practice, etc.

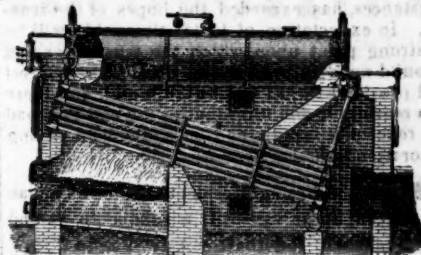
Brooklyn Central Elevated Railroad.

A map was filed in the office of the Registrar of Kings county on the 22d inst. of the Brooklyn Central Elevated Railroad Company as approved by a majority of the directors, viz: Robert Wilson, William Kowalski, John M. Kehoe, Thomas C. Melghan, W. Wiltshire Riley, D. W. Ketcham and Richard H. L. Tighe.

The object of the incorporators is to construct, under the General Railroad law, an elevated railroad through the city of Brooklyn. It is to start at Fulton ferry; run, with as light ascent, along the upper side of Furman street past Wall street ferry, at the same elevation as the bridge, to South ferry at Atlantic avenue; thence along Columbia street to West Baltic; along West Baltic; across Court to Baltic as far as Third avenue; along Third avenue to Douglass street; across Fifth avenue to St. John's place; thence to Eighth avenue, and along the centre of that avenue to the depot of the Prospect Park and Coney Island Railroad Company, at Ninth avenue and Twentieth street, passing through the centre of the block between Nineteenth and Twentieth streets, and reaching the depot on a level with ninth avenue. It is also in contemplation to have a branch at Fourth avenue to Fort Hamilton. The railroad is to be constructed on a single safety elevated rail. The height of the track above the street is to vary from twelve to nineteen feet, and a steam motor is to be used. There will be a station every two or three blocks, according to the exigencies of travel, and it is believed that the distance from Fulton Ferry to the Prospect Park and

Coney Island Depot will be made in twenty-five minutes, stoppages included.

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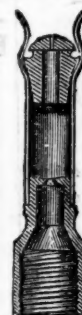
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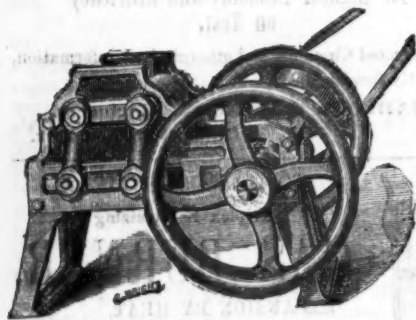
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Eastern (Mass.) Railroad.

Mr. William B. Bacon, one of the trustees of the Eastern Railroad, recently returned from Europe, reports that the present condition of the company's affairs is entirely satisfactory to those who hold its securities abroad. Without the sanction of Mr. Bacon for the statement, we venture to say that the constant increase of freight traffic, under the most discouraging circumstances, has exceeded the hopes of the trustees. In expectation of better times this will be the strong point upon which the trustees expect to build up a future for the road. The interest is all provided for, as well as the rental, and there is no reason for doubting that in the end the road will redeem its credit and be a dividend-paying corporation.—*Boston Traveler.*

Maj. Johnson, president of the Buchanan and Clifton Forge railroad, which is to extend from Buchanan, Betourt county, Va., to Clifton Forge, on the Chesapeake and Ohio railroad, says that with a subscription of \$15,000 from the cities of Lynchburg and Richmond the road can be finished in good style with cut masonry, steel rails and iron bridges, and equipped so as to have the cars running from Clifton Forge to Buchanan by the 4th of July.

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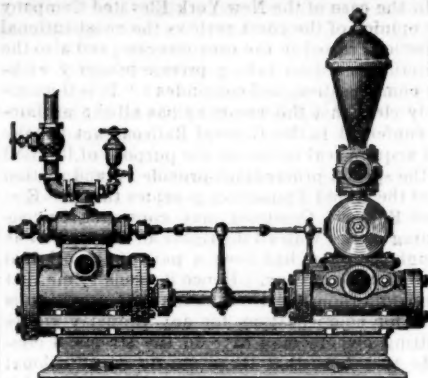
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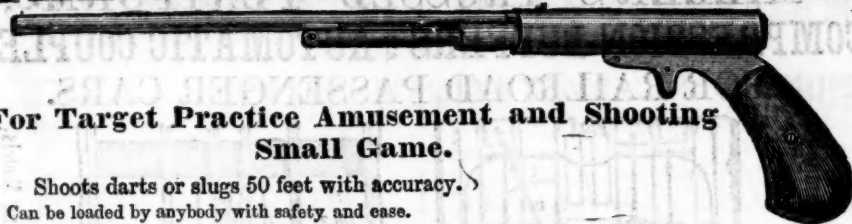
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The Coal Trade.

For the week ending the 15th instant, the total tonnage, as reported by the several carrying companies, amounted to 333,634 tons, against 452,637 tons in corresponding week last year, a decrease of 119,003 tons. The total amount of anthracite mined for the coal year is 13,604,447 tons, against 11,558,050 for same period last year, an increase of 2,046,397 tons. The quantity of bituminous coal sent to market for the week amounted to 39,772 tons, against 75,884 tons in corresponding week last year, a decrease of 36,112 tons. The total amount of anthracite mined for the year is 2,179,792 tons, against 2,452,350 tons for corresponding period last year, a decrease of 272,558 tons. The total tonnage of all kinds of coal for the week is 372,806 tons, against 528,521 tons in corresponding week last year, a decrease of 155,715 tons. The total tonnage of all kinds of coal for the coal year is 15,784,239 tons, against 14,010,400 to same date last year, an increase of 1,773,839 tons. The receipts at Perth Amboy for the week ending on the 15th instant were 33,454 tons, the shipments 32,792 tons, leaving a stock on hand of 59,949 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of September was 104,976 tons, of which 89,973 tons were coal, and 14,823 tons coke. The total carried for the year is 3,156,308 tons, of which 2,524,445 tons were coal and 579,988 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, Sept. 24.*

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The Topeka Equipment Company has declared a dividend of 5 per cent. payable Oct. 1.

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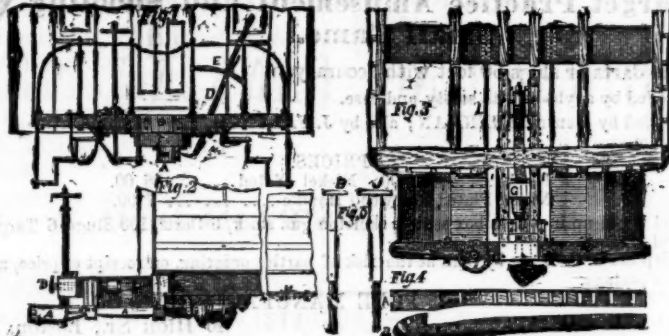
NOTICE TO CONTRACTORS.

SEALED PROPOSALS WILL BE RECEIVED at the office of this company until Tuesday, October 2, at 12 M., for the completion of its double track railroad between the Battery and 61st st.; for its double track extension along 9th av. from 61st to 81st st., west side, and for its double track from Whitehall st. through Front and Pearl sts., the Bowery and 3d av. to 59th st., including branches to the ferries, western terminus of the East River Bridge and to the Grand Central Depot, east side, comprising altogether about three miles of single and six miles of double track. Terms cash. The right is reserved by the company to allot the work to such contractors only, and to any one contractor only so much as it may deem to be for its interest. Form of proposals, division of material and work, specifications, time of completion and any other information required, can be obtained at this office.

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